

Old Liverpool House

HERITAGE IMPACT ASSESSMENT

1294 Kingston Road and 1848 & 1852 Liverpool Road, Pickering

ISSUED: May 16, 2019

REVISED: July 30, 2020



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COVER PAGE: Old Liverpool House, ERA Architects (2018).

Project # 18-085-02
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EXECUTIVE SUMMARY



View to the Old Liverpool House from the southeast corner of Kingston and Liverpool Roads (ERA, 2018)

Background

The purpose of this Heritage Impact Assessment (HIA) is to evaluate the impact of the proposed development on the property at 1294 Kingston Road and 1848 & 1852 Liverpool Road (“the Site”) in Pickering.

The Site is located at the northwest corner of Kingston Road and Liverpool Road in Pickering’s City Centre Neighbourhood.

The Site contains the existing Old Liverpool House at 1294 Kingston Road, a one-storey commercial plaza at 1848 Liverpool Road and a converted residential building at 1852 Liverpool Road. The remainder of the Site is occupied by surface parking lots.

Cultural Heritage Value

Since the last submission of this Report in May 2019, the property at 1294 Kingston Road (Old Liverpool House), has been listed on the City of Pickering Municipal Heritage Register.

ERA has evaluated the property according to Ontario Regulation 9/06 and has determined it meets the criteria for designation under Part IV of the Ontario Heritage Act for its design, associative, and contextual value.

ERA also evaluated the properties at 1848 and 1852 Liverpool road and determined that they have no cultural heritage value. There are no listed or designated properties adjacent to the Site.

Proposed Development

The proposed redevelopment contemplates the removal and replacement of existing buildings at 1848 and 1852 Liverpool Road with a 25-storey mixed-used tower setback atop a 6-storey podium, and a 13-storey mid-rise building at the north portion of the site.

The proposed development steps down in height along Liverpool Road from the Kingston Road intersection. The existing Old Liverpool House will be relocated approximately 16 metres south, restored and rehabilitated for integration with the



proposed development. New pedestrian walkways, landscaped areas and a publicly accessible plaza will accompany the proposed new development.

Conservation & Impact Mitigation

Conservation of the Old Liverpool House is proposed as part of the proposed redevelopment of the Site. To enhance the site and block strategy, the existing heritage resource will be relocated approximately 16 metres south of its existing location. While the existing building will be relocated, rehabilitated and sited adjacent to proposed new construction, the potential impacts to the building are mitigated by:

- Maintaining the historic road-side relationship of Old Liverpool House to Kingston Road and the intersection;
- Retention, restoration and rehabilitation of the Old Liverpool House to ensure its continued reuse, including a reinstated wrap-around wood porch, parapet and main stair;
- Setbacks of the proposed new construction such that the Old Liverpool House can be read as an independent building;

- Complementary landscape strategy surrounding the Old Liverpool House, with opportunities for interpretation of its heritage as a highway hotel through public art and landscape detailing (e.g. planting choices and paving details);
- Sympathetic design of new construction, including the articulation of the proposed tower's south facade in response to the angled orientation of the Old Liverpool House; and
- Sympathetic masonry material and massing for proposed new 6-storey podium in response to the existing red brick building.

Conclusion

The proposed development appropriately conserves and enhances the cultural heritage value of the Old Liverpool House. The impacts to the heritage resource on site will be mitigated by a conservation strategy that conserves and celebrates the Site's cultural heritage value, while enhancing the surrounding public realm and streetscape. A forthcoming Conservation Plan will provide further detail for the proposed building relocation and conservation scope of work.

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1 INTRODUCTION

1.1 Scope of the Report

ERA Architects Inc. (ERA) were retained as the heritage consultant for the redevelopment of 1294 Kingston Road and 1848 & 1852 Liverpool Road (the “Site”). This Report considers the impact of the proposed development on the identified heritage resource on the Site.

The purpose of an HIA is to evaluate the proposed development in relation to cultural heritage resources and recommend an overall approach to the conservation of the heritage value of these resources.

This report was prepared with reference to the following:

- Ontario Regulation 9/06 Criteria for Determining Cultural Heritage Value or Interest;
- Ontario Heritage Tool Kit;
- Parks Canada’s Standards and Guidelines for the Conservation of Historic Places in Canada (2010);
- Provincial Policy Statement (2020); and
- City of Pickering Official Plan (2018).

Note on July 2020 Revision

Sections of the report has been altered to reflect the changes to the design of the development, to address comments from the authorities and their agents, and to include up to date information and policy changes.

The intent of the submission, however, remains unchanged.

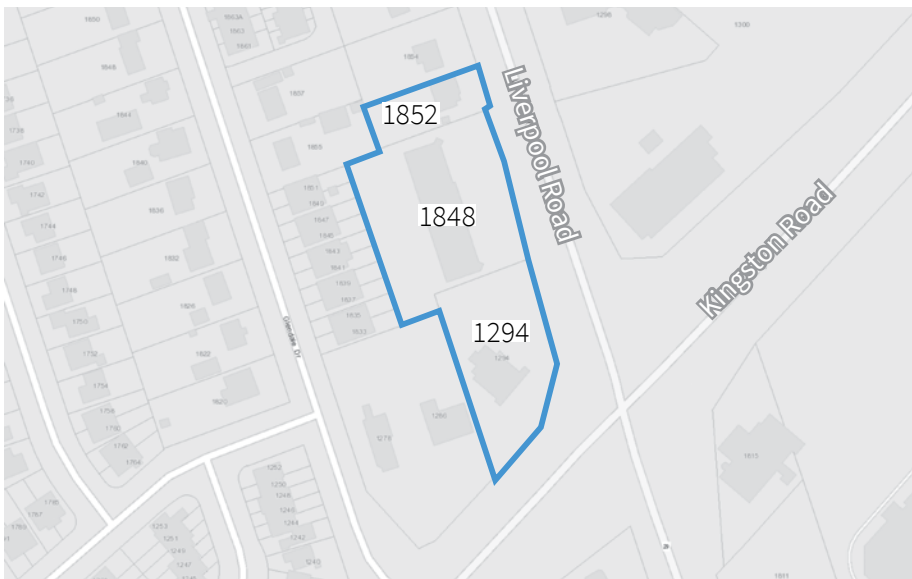
1.2 Site Description and Context

The Site is located at the northwest corner of Kingston Road and Liverpool Road in Pickering's City Centre Neighbourhood. The Site is comprised of the following:

- A two-storey brick building, known as the Old Liverpool House, and a surface parking lot at 1294 Kingston Road;
- A one-storey commercial plaza and surface parking lot at 1848 Liverpool Road; and
- A one-storey converted residential dwelling and playground space at 1852 Liverpool Road.

The Site's surrounding context consists of the Liverpool residential neighbourhood to the north and northwest of the Site. The Pickering Town Centre shopping mall and adjacent commercial plazas are located to the south and east of the Site. A small commercial plaza is located immediately west of the site along Kingston Road.

The Site is located within the rapidly emerging Pickering 'City Centre', as identified in the Pickering Official Plan and City Centre Urban Design Guidelines. City Centre is an area planned for mixed uses, landmark developments, civic buildings, pedestrian and transit-oriented infrastructure, and public amenity places and activities.



Property data map showing Site outlined in blue (City of Pickering, annotated by ERA).



Aerial view, showing Site in blue (Google Maps, annotated by ERA).



Axonometric view looking north-west, showing Site in blue (Google Maps, annotated by ERA).

1.3 Context Photos



Looking west on Kingston Road, Site at right (ERA, 2018).



Looking east on Kingston Road, Site at left (ERA, 2018).



Looking north on Liverpool Road, Site at left (ERA, 2018). N.B. Two photographs have been stitched together to provide this view.



Looking north-west towards the Site from the southeast corner of the intersection of Kingston and Liverpool Roads (ERA, 2018).



Shopping plaza to the west of the Site, Site at right (ERA, 2018).



Looking west from within the Site to the parking lot for the adjacent plaza to the west of the Site (ERA, 2018).



Backyards of adjacent residential dwellings to the west of the Site, as seen from within the Site looking west (ERA, 2018).



Backyards of adjacent residential dwellings to the west of the Site, as seen from within the Site looking northwest (ERA, 2018).



Existing house being used as a daycare facility on Site (ERA, 2018).

1.4 Existing Heritage Status

Following the original submission of this Report in May 16, 2019, The Old Liverpool House at 1294 Kingston Road was listed on the City of Pickering Municipal Heritage Register on December 16, 2019.

ERA has evaluated the property according to Ontario Regulation 9/06 and has determined it meets the criteria for designation under Part IV of the Ontario Heritage Act for its design, associative, and contextual value.

1.5 Adjacent Heritage Resources

The Site is not adjacent to any properties designated under the Ontario Heritage Act or listed on the Pickering Municipal Heritage Register.

2 BACKGROUND

2.1 Context

Settlement

The Site is located at the northwest corner of the intersection at Liverpool Road and Kingston Road, historically known as Liverpool Market, and later as Liverpool's Corners. The hamlet's growth was supported by travellers on the Kingston Road Stagecoach Route as well as the farmers and shipworkers involved in the grain trade at Frenchman's Bay.

By 1910 the lake schooners employing local shipworkers were no longer in operation, resulting in a local economic depression.

Urbanization

During the latter half of the 20th century, Pickering experienced a residential housing boom that transformed agricultural lands into a suburban landscape. The current context is reminiscent of that time, with surface parking lots on every corner of the intersection of Kingston and Liverpool Roads that support big box shopping malls.

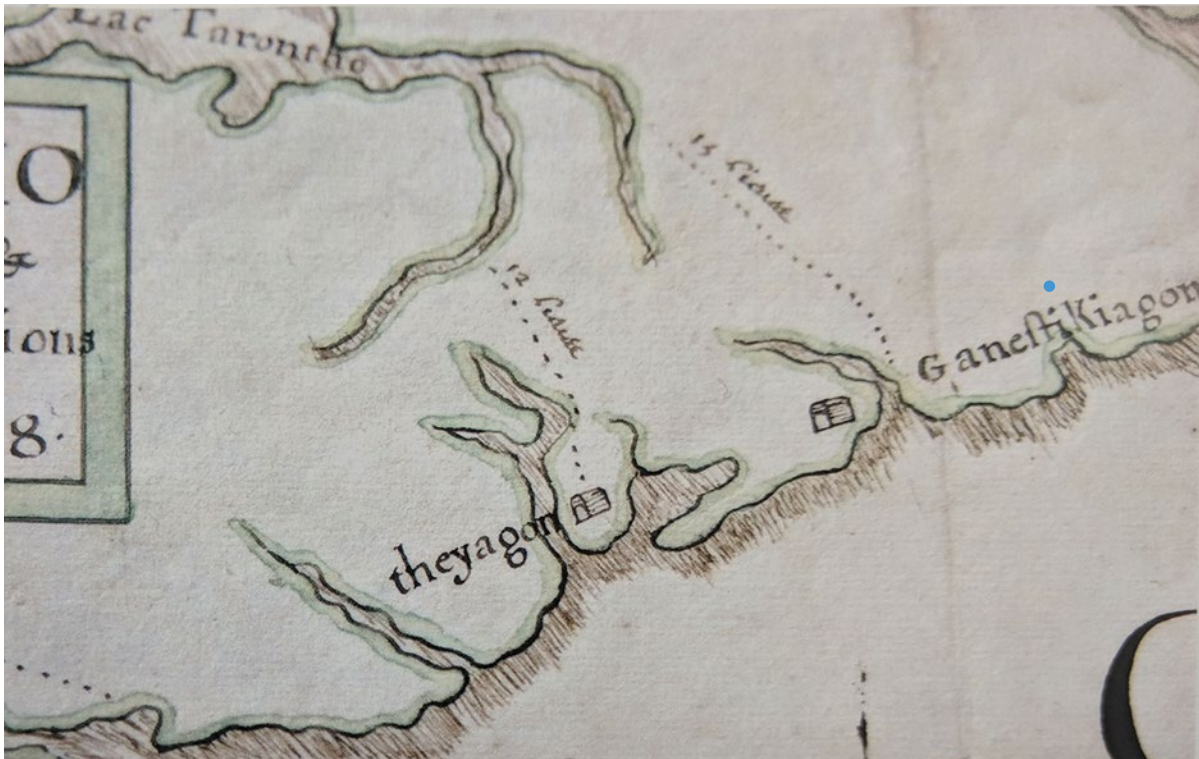
2.2 Site History

Pre-1791: Early History

The Site sits just north of Frenchman's Bay, several kilometres east of the Rouge River. Well-documented archaeological and archival evidence demonstrates that in the 1600s, the Seneca village of Ganatsetiagon (one of several transliterated spellings) sat 5.5 kilometres west of the Site, at the intersection of the Rouge River and today's Kingston Road.

Ganatsetiagon was established just northwest of the mouth of the Rouge River, and served as a southern base for one of the several Toronto Carrying Place trails from Lake Ontario to Lake Simcoe. The village appears on multiple French exploration maps dating to the 1670s and 1680s. In the winter of 1669, French Sulpician missionary Francois de Salignac de la Mothe-Fenelon travelled to Ganatsetiagon and is said to have attempted to establish a school for the Seneca children; it is widely reported that Frenchman's Bay is named for Fenelon and his travel companions.

Following the late-17th-century Haudenosaunee departure from the north shores of Lake Ontario and the arrival of the Anishinaabe Mississaugas of the Credit in the 18th century, the site of Ganatsetiagon was no longer occupied. Today, the Bead Hill National Historic Site at Kingston Road and the Rouge River is recognized as the possible Ganatsetiagon village site, due to the discovery of significant numbers of archaeological materials there.



1688 map originating from Jesuit Pierre Raffeix and copied by New France hydrographer Jean-Baptiste-Louis Franquelin. While maps dating to the 1600s tend to be topographically inaccurate, there is a bay just west of Ganatsetiagon (spelled here Ganestikiagon) that could be today's Frenchman's Bay. An approximate location of the Site is indicated in blue. (Map title: Le Lac Ontario avec Les Lieux circonvoisins & particulierement les cinq nations Iroquoises, retrieved from Derek Hayes's Historical Atlas of Toronto, annotated by ERA).

1791-1815: Initial Land Grants and the Road to Kingston

The Constitutional Act of 1791 established the new colony of Upper Canada (today's Ontario), and set in place a British colonial administration. Early on, the colonial administration commissioned the survey of counties, townships and 200-acre lots separated by concession lines and sideroads. The Site was located within York County, in Pickering Township. (In 1852, the east portion of York County, including the Township of Pickering, would be separated off as the newly-formed Ontario County).

Following the survey and establishment of Yonge Street, the colonial administration intended to establish a road from the head of the lake (Hamilton) to Kingston, and engaged contractor Asa Danforth to lay the road in 1796. The road was ultimately completed by 1815. Soon afterward, settlements began to emerge at the junctures of the Kingston Road route and the intersecting sideroads, often marked



1826 Map of the Province of Upper Canada, with the road to Kingston highlighted in blue, and an arrow indicating the Site (University of Toronto Maps Library, annotated by ERA).

by a post office, and sometimes a highway hotel or tavern. The more successful settlements grew to become villages, with the establishment of additional commerce and local institutions.

In 1795, Upper Canada’s Surveyor General D. W. Smith assigned to Lieutenant George Hill three 200-acre lots in the Township of Pickering: Lots 22, 23 and 24, in the First Concession. The Site is located on Lot 23 in the First Concession. It is not known whether Hill ever lived or built on his lands; like many British colonial land grantees, he may have been based in York or another municipal centre, with little need to settle on several hundred acres of potential agricultural land.

1815-1855: Early Villages along the Road to Kingston

The earliest settlement along the Kingston Road in the Township of Pickering was the Village of Duffin’s Creek, which eventually became Pickering Village. The village had settled into its own municipal entity by 1811, and by 1817, its first general store had been established. Pickering Village was located at the juncture of Kingston Road and the 2nd Concession Road (today’s Finch Avenue), just northeast of the Site. Early settlers in Pickering Village included Squire Francis Leys, who kept the village’s post office. By 1851, the post office in Pickering would be run by Leys’s son-in-law, Paul Frederick Whitney, who also served as the Justice of the Peace.

In 1831, Scottish settler William Dunbar settled on Lot 25 in the First Concession, just southeast of the Site, and established a Scottish settlement called Dunbarton, just east of the juncture of Kingston Road and the First Concession (today's Bayly Street/Sheppard Avenue).

Along with the saw and grist mills established in these communities to serve the surrounding areas' agricultural needs, forestry soon became an important industry in Pickering Township. Frenchman's Bay was ideally suited to imports and exports, being large enough for ships to enter, and as early as 1843, the bay was dredged to increase its capacity to admit even larger ships. *Time Present and Time Past: A Pictorial History of Pickering* notes that "[p]ine logs for ship's masts, squared timber, and cordwood were exported through Frenchman's Bay".

In the mid 19th century, Concession 1 Lot 23 was located almost 2 kilometres east of Dunbarton, and almost 3 kilometres west of Pickering, on the Kingston Road.

In 1832, Concession 1 Lot 23 was sold to William Proudfoot by Isabella Hill, the wife of Lieutenant George Hill. Proudfoot was a Scottish merchant, banker and investor who resided in York, having arrived c. 1816. After arriving in Upper Canada, Proudfoot amassed a large portfolio of land, which at one point totalled upwards of 70,000 acres. Since Proudfoot resided in York and was known as a real estate speculator, it is likely that he never resided on Lot 23 in Concession 1. In September of 1832, William Proudfoot sold the north 1/4 of Lot 23 to Thomas Conal. In 1834, the south 3/4 of Lot 23 encompassing the Site was sold to Peter Adamson, about whom little is known. Adamson later sold the south 3/4 of Lot 23 back to William Proudfoot in 1839. This was likely a speculative transaction, as Proudfoot sold the south 3/4 of Lot 23 to Paul Whitney less than a year later in 1840.

In the 1851 census, P. F. and Elizabeth Whitney, both 30 years old, had four children between the ages of seven and one, as well as three servants in their household. Whitney's occupation is listed as "gentleman"; it can be assumed that these were well-to-do landowners with some status in the community. The family does not appear to have been living on Lot 23.

1855: The Grand Trunk Railway & The Whitney Plan for Liverpool

In the early 1850s, the Grand Trunk Railway (GTR) was in the process of completing its railway from Montreal to Toronto. An April 1855 newspaper advertisement notes that the GTR had recently purchased



An undated photo, looking east, of Dunbarton's main street, which would be Kingston Road (Pickering Public Library).



An 1876 photo of export-focused industrial buildings on Frenchman's Bay (Pickering Public Library).



1860 map of Ontario County. Concession 1 Lot 23 is highlighted in blue, and the Site is indicated with a black arrow. The newly-built “Frenchman’s Bay Station”, later known as Liverpool Station and the Dunbarton CNR Station, can be seen to the Site’s left, at the intersection of Bayly Street/Sheppard Avenue, the rail corridor, and the road within Lot 24 (University of Toronto Maps Library, annotated by ERA).

10 acres of land for a railway depot in the Dunbarton area. The 1860 and 1878 County Atlases indicate that this land was likely located at the base of Concession 1 Lot 24, to the Site’s west.

It is speculated that it was the GTR’s arrival, and the planned establishment of a rail depot in the vicinity, that led P. F. Whitney to subdivide the southern 72 acres of his 200-acre lot. Prior to April 1855, he commissioned the subdivision of the 72 acres into 400 town lots. An advertisement, dated April 7th 1855 in the *Globe*, read as follows:

FOUR HUNDRED Building Lots will be offered for sale in the rising Village of Liverpool, in the Township of Pickering.

These lots are situated at the head of the Bay, which forms the Pickering Harbor, and immediately on the road from Whitby to Toronto; from the latter place it is distant 20 miles, and is decidedly one of the most eligible sites for a large town in the Upper Province.

The Grand Trunk Railroad Company have purchased and laid out 10 acres of land for a Railroad Depot in the Village, which, together, with the harbour, and the advantage of extensive water power in the immediate vicinity, form a combination of favourable circumstances rarely to be met with, and which must render it the centre and emporium of a large and extensive trade. The export of grain and corn, lumber, shingles, cordwood from the harbour for the past year has far exceed the most sanguine expectations of the Stockholders, and has left a large amount of surplus revenue to the credit of the company.

The Frenchman's Bay, which forms the inner harbor, is a beautiful oval sheet of water about a mile and a half long, and one mile broad. The land round the Bay rises with a gentle and easy ascent, thereby affording every facility for draining, and the harbor is confessedly one of the most secure on the North shore of Lake Ontario. Vessels when once inside the piers are completely sheltered from all winds. A steamboat will touch here regularly during the summer seasons, which, together with the arrival and departure of numerous schooners, give the harbor quite a maritime appearance.

An extensive White Fishery is carried on along the Beach in front of the Bay. Some extensive buildings are in course of erection, and the erection of the Grand Trunk Railroad Company's store-houses and workshops, is expected to commence shortly. These lots are situated between three great leading thoroughfares, having the Kingston Road on the North; the principal entrance to the Railroad Depot on the West; and bounded on the East by the main street leading to the harbor and wharves; a main leading road to settlements north of the Village is being laid out, which will open a direct communication with Markham, Uxbridge, Scott, &c...

Terms of payment for the Building Lots will be five equal annual instalments, one-fifth down.

P. F. WHITNEY

Liverpool, April 7th, 1855

Over the next 17 years, only 62 of the 400 building lots would be sold. It is speculated that this was due to the planned Village of Liverpool's proximity to the existing Village of Dunbarton, just southwest down the Kingston Road. Over the coming decades, residents of the area appear to have interchangeably identified themselves as residents of Dunbarton, Liverpool, and Frenchman's Bay.



Closer view of the 1860 map of Ontario County. The area of Whitney's Plan (the 400 building lots) is outlined in black dashes.

The surrounding context shows the blue Lot 23's relationship to Dunbarton, Frenchman's Bay, and the Grand Trunk Railway (University of Toronto Maps Library, annotated by ERA).

The concept of Liverpool as a place appears to have caught on relatively quickly, however. In September of 1857, a *Globe* article noted that Edward Shortis was selling 100 acres of land on Lot 24, “[a]djoining the Village of Liverpool, (a station of the Grand Trunk Railroad)”, which he intended to sell either as one lot, or in lots of 5 or 10 acres each.

In June 1857, a separate *Globe* article had noted:

For the accommodation of gentlemen who intend to join the dinner-party this evening at the Liverpool Arms (Frenchman’s Bay), the Superintendent of the Grand Trunk Railway will allow the cars which leave the Bay street Station at 4. 25. to stop at the Liverpool Station.

This means that a tavern known as the Liverpool Arms existed in the area as early as the late 1850s. This is not the hotel that was later constructed on the Site in 1879, but may have been a forerunner, established by its eventual first owner and proprietor, Robert Secker.

1855-1877: Land Exchanges on Lot 23

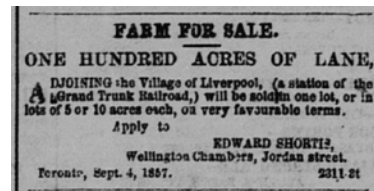
Over the next two decades, some buildings were developed on the 62 buildings lots purchased in the Whitney Plan. P. F. Whitney’s 200-acre lot was effectively split into three portions:

- the 72-acre subdivided Village of Liverpool south of Kingston Road,;
- the 78 acres north of Kingston Road; and,
- the 50 acres north of the 78 acres, adjoining the 2nd concession road (today’s Finch Avenue).

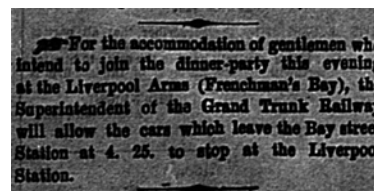
Residences were built on both the north 50 acres, and the middle 78 acres.

In 1860-61, Whitney and his brother-in-law, Francis Baxter Leys, sold his 200-acre property back and forth a few times. The purpose of these sales is not clear. It appears to have possibly resulted in a legal issue following Whitney’s death, at age 46, in 1867. The following years saw a legal challenge over the lot’s ownership between Whitney’s widow Elizabeth and their five children, and her brothers Francis B. and John Leys, as well as a number of others who appear to have had mortgages and or other interests in the lot.

The legal challenge appears to have been settled by 1872-1873. A primary-source record of land transfers, retrieved from the Pickering Public Library, describes the following vesting order, which was registered on June 9th, 1873:



The Globe, September 7th, 1857 (ProQuest Historical Newspapers Database).



The Globe, June 20th, 1857 (ProQuest Historical Newspapers Database).

Vesting order made in a cause wherein Elizabeth Whitney, Eliza Jane Whitney, Francis Leys Whitney, John Frederick Whitney, Samuel Whitney and Paul Frederick Whitney, by Elizabeth Whitney their next-friend are Plaintiffs and John Leys, Francis B. Leys by bill and George Alexander Woodward, Cholmley Woodward the younger, Thomas Taylor, George Taylor and William Mills Morse and Robert Secker and John Meighan, made parties in the masters office are Defendants. **It was ordered that the lands and premises hereafter mentioned should be vested in Robert Secker, being 78 acres of Lot 23 in the 1st Con of Pickering lying south of the N¹/₄ and South of the Kingston road.** [emphasis added in bold]

On November 15th, 1872 (which should likely be understood to be concurrent to the settlement above), the three portions of the original Lot 23 were advertised in a Chancery Sale, up for public auction:

PARCEL No. 1. - The north quarter of Lot number 23, in the 1st concession of the Township of Pickering, in the County of Ontario, containing 50 acres, more or less, of which 45 acres are cleared. On it are erected a log house and frame barn.

PARCEL No. 2. - That part of the said Lot lying south of the north quarter, and north of the Kingston Road, containing 78 acres, more or less, of which 40 acres are under cultivation. On it are erected a frame house, frame barn, a shed and stable.

PARCEL No. 3. - That part of the said Lot lying between the said Kingston Road and the Grand Trunk Railway, laid out in Village Lots, according to a plan of the Village of Liverpool, made for the late Paul Frederick Whitney, containing 40 acres, more or less, exclusive of the following Village Lots which are excepted, viz: - Lots 1, 4, 6... [59 other lots], all inclusive as laid down upon the said plan, which will be produced at the sale, and may be seen meantime at the office of the Vendors' Solicitors.

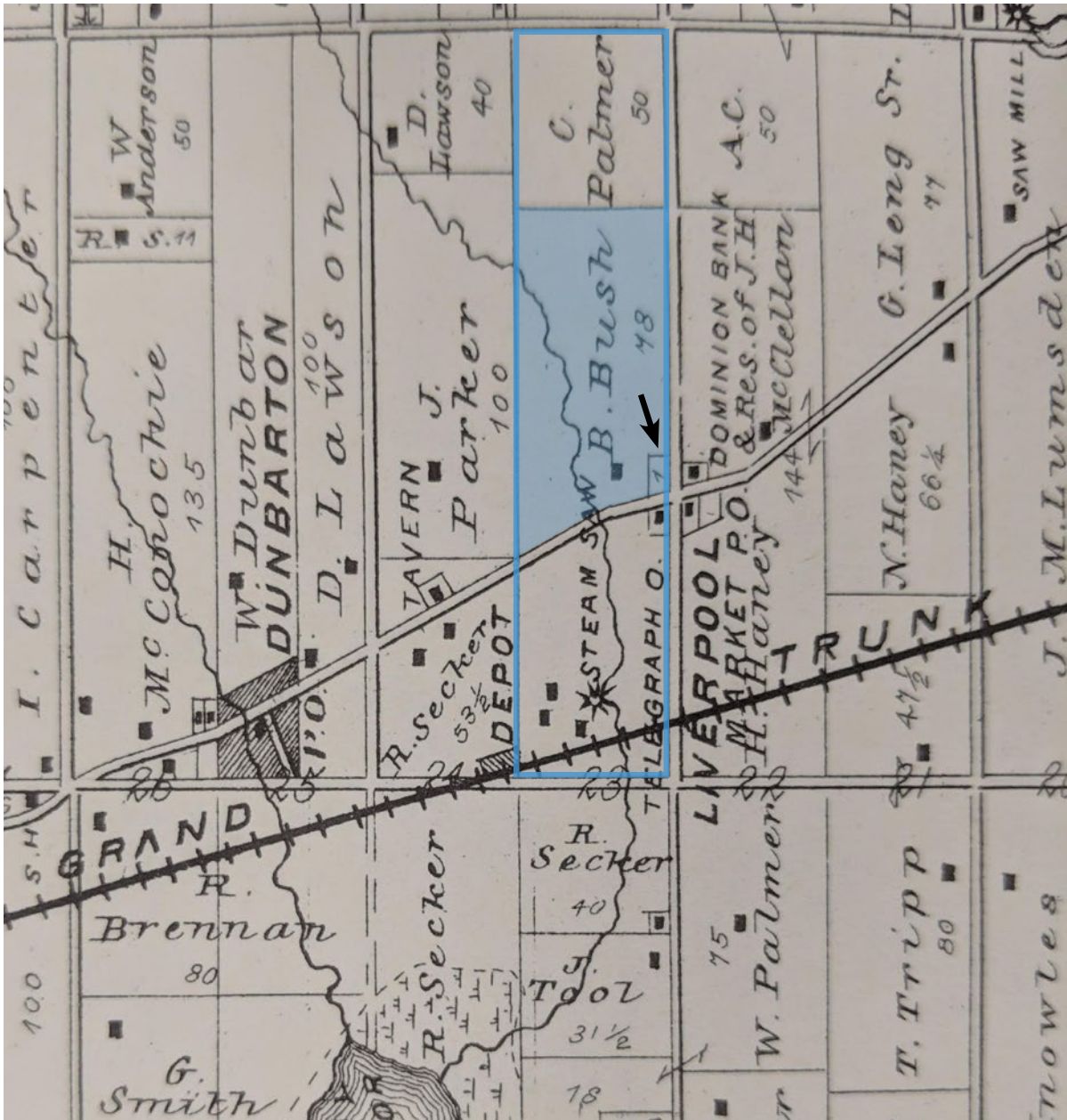
There are no buildings upon this parcel, but the lots excepted are occupied, and dwelling houses erected upon a number of them.

Following either the Chancery Sale or the settlement, it appears that on June 9th 1873, Robert Secker immediately sold the middle 78 acres, north of Kingston Road, to Brantwood Bush and his wife Hannah.

On March 6th, 1876, Brantwood and Hannah Bush severed a 1-acre lot at their property's southeast corner, and sold it to Louisa Elizabeth McClellan, and her husband Joseph Harris McClellan.

CHANCERY SALE
OF
VALUABLE REAL ESTATE
IN THE
TOWNSHIP OF PICKERING.
Pursuant to the decree on further directions made by the Court of Chancery, in a certain suit of Whitney vs. Leys, there will be offered for sale by Public Auction, with the approbation of John Alexander Boyd Esquire, Master in Ordinary of the said Court, on
Saturday, the 7th day of Dec^r, '72,
AT ONE O'CLOCK IN THE AFTERNOON,
At ROBSON'S HOTEL, in the Town of Whitby, by Mr. Levi Fairbanks, Jr., Auctioneer, the following Real Estate in three parcels, viz:—
PARCEL No. 1.—The north quarter of Lot number 23, in the 1st concession of the Township of Pickering, in the County of Ontario, containing 50 acres, more or less, of which 45 acres are cleared. On it are erected a log house and frame barn.
PARCEL No. 2.—That part of the said Lot lying south of the north quarter, and north of the Kingston Road, containing 78 acres, more or less, of which 40 acres are under cultivation. On it are erected a frame house, frame barn, a shed and stable.
PARCEL No. 3.—That part of the said Lot lying between the said Kingston Road and the Grand Trunk Railway, laid out in Village Lots, according to a plan of the Village of Liverpool, made for the late Paul Frederick Whitney, containing 40 acres, more or less, exclusive of the following Village Lots which are excepted, viz:—Lots 1, 4, 6, 8, 10, 16, 17, 23, 30, 31, 34, 35, 37 to 69, 104 to 109, 134 to 145, 152, 153, 163, 169, 176 to 180, 183 to 186, 188 to 191, 191 a, 191 b, 191 c, and 222 to 227, all inclusive as laid down upon the said plan, which will be produced at the sale, and may be seen meantime at the office of the Vendors' Solicitors.
There are no buildings upon this parcel; but the lots excepted are occupied, and dwelling houses erected upon a number of them.
All the property is situated about seven miles from Whitby, upon and near the Kingston Road and Grand Trunk Railway. The purchasers are to pay down at time of sale, to the Vendors' or their Solicitors, one-tenth of the purchase money, and sufficient therewith within one month thereafter to make up one-third of the purchase money, without interest, the balance to be secured by mortgage upon the land, payable in 3, 4, or 6 years, at the option of the purchaser, with interest at 8 per cent, per annum, payable half yearly. Upon payment of the said one-third, and execution of the said mortgage, the purchaser will be entitled to a conveyance and to be let into possession.
The Vendors undertake to produce the following deeds only: Deed, Paul Frederick Whitney to Francis B. Leys, dated 16 August, 1860; deed, Francis B. Leys to Paul Frederick Whitney, dated 16 October, 1860; deed, Paul Frederick Whitney to Francis B. Leys, dated 1 May, 1861; mortgage from Francis B. Leys to George Alexander Woodward and Cholmley Woodward, dated 17 September, 1861, of which the purchasers will be entitled to copies at their own expense, and the vendors will not be bound to furnish any other or further evidence of title whatever. The said deeds can be seen at the office of the Vendors' Solicitors; there is however a good holding title to the property. Each parcel will be offered subject to a reserved bid fixed by the Master.
In other respects the conditions of sale are the standing conditions of the Court of Chancery.
For further particulars and conditions of sale apply at the law offices of Messrs. Hoskin & Spragge, Vendors' Solicitors, Messrs. MacLennan, Downey & Ewart, and Leys & McMurrich, Toronto; of James K. Gordon, Esq., Solicitor, Whitby, and of the said Auctioneer at Whitby.
Dated the 16th day of November, 1872.
(Signed) J. A. BOYD.
HOSKIN & SPRAGGE,
Vendors' Solicitors.

Ad for Lot 23's sale, dated November 15th, 1872 (source unknown).



1878 map of Ontario County. The 200 acres of Concession 1 Lot 23 are outlined in blue, the middle 78 acres are highlighted in blue, and the Site is indicated with a black arrow. The “Tavern” on the Lot 24, to the left, on Kingston Road’s north side, is estimated to be Robert Secker’s earlier Liverpool Arms/Liverpool House inn (Beers & Co., annotated by ERA).

Joseph Harris McClellan was the president of the Pickering Harbour Company. He was also closely involved with the Dominion Bank

in the area in its earliest years (it was established in 1871), and by 1878, he had opened a Liverpool branch in his own home at the northeast corner of today’s Kingston and Liverpool Roads.

It is not known whether McClellan and his wife owned the northeast corner lot prior to their purchase of the northwest corner lot in 1876. However, two years later, on December 16th 1878, the McClellans sold the 1-acre northwest corner lot (the Site) back to Robert Secker.

1877-79: Secker's Hotel at Liverpool Market

In 1877, the 1850s planned Village of Liverpool appears to have instead consolidated into the Village of Liverpool Market, centred on the corners at today's Kingston and Liverpool Roads.

The Liverpool Market Post Office, on the intersection's southeast corner, opened on March 1st, 1877. On September 8th, the *Globe* reported that "[t]he streets in the village of Liverpool Markets were lit last night for the first time".

A market building was established at one of the intersection's southern corner. By 1878, J. H. McClellan had his house and Dominion Bank branch constructed at the northeast corner.

Robert Secker

In 1878, when he purchased the empty 1 acre at the intersection's northwest corner, Robert Secker was already the owner of over 165 acres on the surrounding properties.

Born in Ipswich, England in 1821, he first appears in the Pickering Township area records in the late 1860s, but he would have been in the area some years earlier. As noted above, the 1857 article referencing the Liverpool Arms hotel at Frenchman's Bay was likely operated by him.

In 1868, an advertisement in the *Whitby Chronicle* noted that Robert Secker, of Liverpool House, Frenchman's Bay, was selling a 100-acre farm on the east half of Concession 2, Lot 29 in Pickering Township. He is not recorded as the lot's owner on the 1860 County Atlas, meaning that he would have purchased it sometime between 1860 and 1868. The 1866 Ontario County Directory lists Secker on Concession 1 Lot 24, and the 1869 and 1871 directories for Dunbarton list Robert Secker as a "hotel keeper" in the vicinity.

In 1871, Robert Secker is listed in the Pickering Township census as living with his wife Ailen (a mis-spelling of Ellen), his daughter Susan and son William, and a Sarah Newman, whose occupation is not listed.



A photograph of McClellan's house and Dominion Bank branch on the intersection's northeast corner, taken almost a century later, likely in the 1960s (Retrieved from *Time Present and Time Past: A Pictorial History of Pickering*).



1878 map of Ontario County, with Robert Secker's lands in blue. (Beers & Co., annotated by ERA).

Others have noted that the Seckers exhibited an unorthodox family structure; in *Tavern in the Town: Early Inns and Taverns on Ontario*, the authors describe the situation as follows:

Secker had a legal wife, Harriet, in England, as well as two more 'wives' in Canada. The census of 1861 recorded that Robert Secker had a 'wife' named Eleanor (sometimes Helen or Ellen). Ten years later, the census showed that two children, William and Susan, had been born to them. When the census-taker returned in 1881 he found Secker involved in a ménage à trois that was, to say the least, unusual. Eleanor/Ellen (now aged fifty-three) was still in residence, but a younger woman was also on the scene, listed as the mother of his 'natural' daughter, Minnie. The new 'wife' was Sarah Newman, and she became Secker's sole legatee. His will clarified matters a bit, as he left everything to 'Sarah Newman, generally known as Mrs. Sarah Secker, who has lived with me for a number of years' and to 'our natural daughter, Minnie Secker'.

Further archival information supports this claim. In 1897, following Secker's death the previous year, a *Whitby Chronicle* article noted:

Robert Secker, hotel keeper, of Pickering, died leaving an estate valued at \$20,000 to Sarah Secker, his widow. Since Seckers [sic] death a claimant has come to the fore. She says her name is Harriet Secker and she claims to be the first, original and only wife of the deceased hotel keeper. She lives in England and through her solicitors, McDonnell & Boland, has issued a writ at Osgoode Hall for one-third, her dower. The plaintiff claims that Secker had three or possibly four wives, but she is the first, and the only one entitled to share in his estate.

Secker's Hotel

On December 16th 1878, Robert Secker purchased the 1-acre lot at the northwest corner of today's Kingston and Liverpool Roads. He commissioned a local architect to design a 22-room hotel; it was designed in the Italianate style, which was typical of the era. A 1979 article notes that "the Liverpool Arms was one of an estimated 150 inns and taverns that dotted the stagecoach and railway lines between Toronto and Cobourg".

The hotel was built up to the Kingston Road street edge, with a full elevated wrap-around porch along the front and side elevations. There were steps down to the ground on all three sides. As early as the 1920s, the porch's west side featured a railing around to the south-facing stairs; it appears that the grade rose eastward below the building such that the porch's east side was so low as to not require a railing.



Robt. Tom's hotel, Liverpool.

The earliest available image of the Liverpool Arms Inn, which appeared in a special Christmas edition of the Pickering News in 1902. By 1902, the hotel had been transferred to Secker's son-in law, Robert Toms (Pickering Public Library).



The next available image of the Liverpool Arms Inn, estimated to be taken circa 1920 from the southwest. By 1920, the building's parapet had been removed (Pickering Public Library).

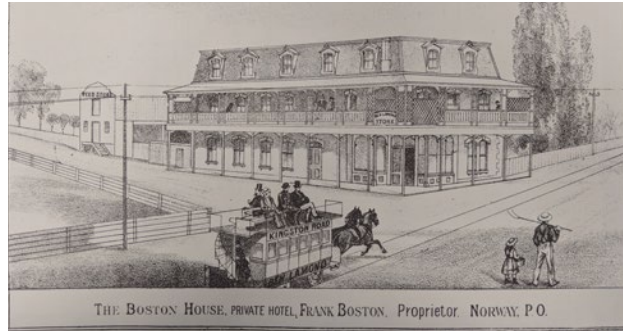
The Highway Hotel Typology

When Robert Secker commissioned the construction of his hotel at the intersection of today's Kingston and Liverpool Roads, he was contributing to a relatively common commercial trend: the construction of inns and taverns along highways between urban centres.

These were generally located along railway- and stagecoach routes, often at the juncture of two high-order roads, or a highway's intersection with a concession or side road. Sometimes, these intersections would have already grown into postal villages (i.e. villages served by a post office); at other times, the inn would be a driver for the growth of commercial business, or concentration of residences, near the corners. Sometimes, the hotel would remain as a stand-alone business amidst surrounding farmland.

Highway hotels were typically characterized by a few basic typological features: prominent signage, wrap-around porches supported by basic wooden posts with limited ornamentation, often corner-lot locations and thus multiple street-facing elevations. They generally offered stables at the rear for travellers' horses.

This building typology tends to be subject to demolition and redevelopment pressures due to the fact that highway hotels were generally stand-alone heritage buildings, less likely to be conserved in conjunction with a collection of others, like in a historic downtown. Many of these buildings have been demolished throughout Ontario as a result of suburban expansion and intersection redevelopment.



1878: Inn at the Village of Norway, at Kingston Road and Woodbine Avenue. (Might & Co.'s Historical Atlas of the County of York)



Left: 1903 photo of the Empringham Hotel in the Town of Little York, at Danforth Ave. and Dawes Rd. Right: Men pose on the porch of the Empringham Hotel c. 1900. (Toronto Public Library)



1954: The 1877 Derry West Hotel, in the Village of Brown's Corners, at Woodbine Ave. and Highway 7. (Toronto Public Library)



1913: The Railroad Exchange Hotel, in Georgetown. (Town of Halton Hills)

1879-1965: Hotel Proprietors and Operations

Robert Secker operated the hotel at Liverpool Market over the next decade. In 1892, at age 71, he retired, and began leasing the 1-acre property to Joseph Brereton Gormley, a young Dunbarton-area farmer's son who became the hotel's second proprietor. In newspaper articles at the time, the inn would be referenced as "Secker's Hotel", and later, as "Gormley's Hotel". In 1902, the hotel was being operated by Robert Toms, Robert Secker's son-in-law, who was married to Minnie Secker.

It is not known who succeeded Toms and/or Gormley as the hotel's proprietor, but a 1929 newspaper advertisement describes the hotel as the Liverpool Arms Inn, with S. Cook as its proprietor.

Photography from the late 1920s and early 1930s indicates that by this time, the Kingston and Liverpool intersection had evolved from a stagecoach stopping point to a highway rest stop for drivers of automobiles that were growing in popularity. Signage on the Liverpool Arms Inn indicates that **motor** oil and Marathon Gasoline was sold there, in the 1929 newspaper ad. In 1922, across the street on the former site of the Liverpool Market (the southeast corner), Morley Black established Black's Service Station, which would go on to occupy the corner until 1979, and continues to operate as a gas station and service centre today.

In 1942, Thomas and Harriet (sometimes Annie) Jatiouk purchased the hotel at Liverpool. By this time, the intersection was known as Liverpool's Corners; a village had never formally materialized beyond the commercial activity on the four corners. Harriet Jatiouk established a small general store within the hotel, which likely provided similar offerings to the Black's Service Station across the street.

It appears that in addition to the 22 hotel rooms at the Liverpool Arms Inn, or the Liverpool House, camping grounds were offered both on the hotel property, and across the street on both the southwest and northeast corners. The white frame McClellan house, later the Nicholson House, offered "holiday cabins" circa the 1940s. The Blacks also briefly offered tourist cabins through the late 1920s.



A photograph of a group of men on the porch of Gormley's Hotel, circa the 1890s. (Pickering Public Library)



1929 newspaper advertisement for the Liverpool Arms Inn (fineartamerica.com)



Black's Service Station, operated by Morley and Luel-la Black, likely in the late 1920s/early 1930s (Pickering Public Library).



Postcard advertising the Liverpool Arms Inn, date unknown. Estimated to be circa 1920 (Pickering Public Library).



A c. 1929 photograph of Luella Black (left) and a friend, on her property on the southwest corner. Black's Service Station can be seen to the far right, and the Liverpool Arms Inn behind them. (Pickering Public Library).



A c. late 1920s, early 1930s photograph of a boy (possibly John Black) sitting at Black's Service Station. The Liverpool Arms Inn can be seen in detail behind him. (Pickering Public Library).



A c. 1940s photograph along Kingston Road, looking west, toward the white frame McClellan house, with the Liverpool Arms Inn and porch visible on the opposite corner. (Pickering Public Library).

By the 1950s, a railing had been installed along the full span of the hotel porch, enclosing the previously-open east side, and eventually, the porch was fully removed along the building's west elevation.



Two photographs taken sequentially c. the 1950s; the upper photo shows the removal of the porch from the building's west side. (Pickering Public Library).

1965-1970: Expropriation and Relocation

Sometime between 1942 and 1964, Thomas Jatiouk died, and his wife Harriet continued to operate the Liverpool Arms Hotel. Harriet rented rooms in the hotel until 1965, and operated her general store out of the building's base.

A 1970 *Globe and Mail* article notes that in 1958, the Province of Ontario's Department of Highways offered her \$14,500 for the hotel property. The Province's intent was to expropriate land along Kingston Road to facilitate its widening. Jatiouk refused to sell; she would note in 1970 that "My husband and I bought the hotel in 1942 and I love every board and room in it... They tried to wear me down because they knew I was alone, but I was determined to keep the hotel."

She held out until 1970, when the Province offered her \$40,000 for the property instead. Jatiouk relocated the Old Liverpool House northward (refer to 1971 aerial image on the following page). Upon relocation, the building's orientation appears to have been maintained, with primary frontage onto Kingston Road and secondary frontage onto Liverpool Road.



Harriet Jatiouk is pictured in the *Globe and Mail* on November 23rd, 1970, on the porch of the Liverpool Arms Inn, prior to its relocation northward. (Retrieved from the ProQuest Historical Newspaper Archive).



The hotel pictured behind a group of men working, prior to its move off the street edge (Pickering Public Library, no date).



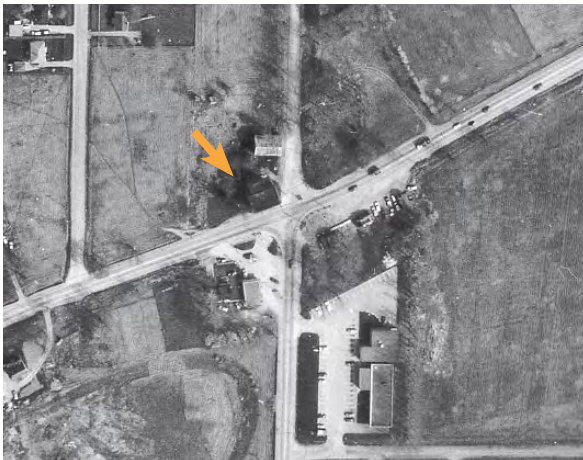
The Liverpool Arms Inn, apparently following its relocation northward (Pickering Public Library, no date).



1961: Liverpool's Corners are intact, with buildings at the street line. (City of Toronto Archives, all annotated by ERA)



1964: The McClellan, later Nicholson, house has been demolished at the northeast corner. (Pickering Public Library)



1969: The Liverpool Arms Inn remains at the northwest corner, at the street edge. (City of Toronto Archives)



1971: The Liverpool Arms Inn has been relocated northward from the intersection. (City of Toronto Archives)



1973: Kingston Rd has been expanded, and Pickering Town Centre mall built at the southeast corner. (Toronto Archives)



Late 1970s: Southeast-facing aerial showing the Liverpool's Corners, with the hotel at the base. (Pickering Public Library)

1980-Present: Restaurant Reuse

Harriet Jatiouk remained at the relocated Liverpool Arms Inn building until she died in May 1979. After her death, the property was purchased by Jim and Maria Skentzos, who undertook extensive renovations to convert the building into a restaurant, which they called The Old Liverpool House.

The Skentzos renovations included the replacement of the existing porch with a neoclassically-inspired porch design, the replacement of the original two-over-two double-hung sash windows with historically inaccurate multi-light windows, and the paving of the building's grass surroundings to provide for restaurant parking.



The Old Liverpool House post-renovations circa 1982 (Pickering Public Library)



1982: A promotional image of The Old Liverpool House restaurant (Pickering Public Library)

Some years later, the building's porch was enclosed, which expanded the floor plate to provide for increased seating throughout the full year. The building's signage was later moved from the porch roof to the building parapet, and a rear extension was constructed in an approach that mimicked the original building's style.

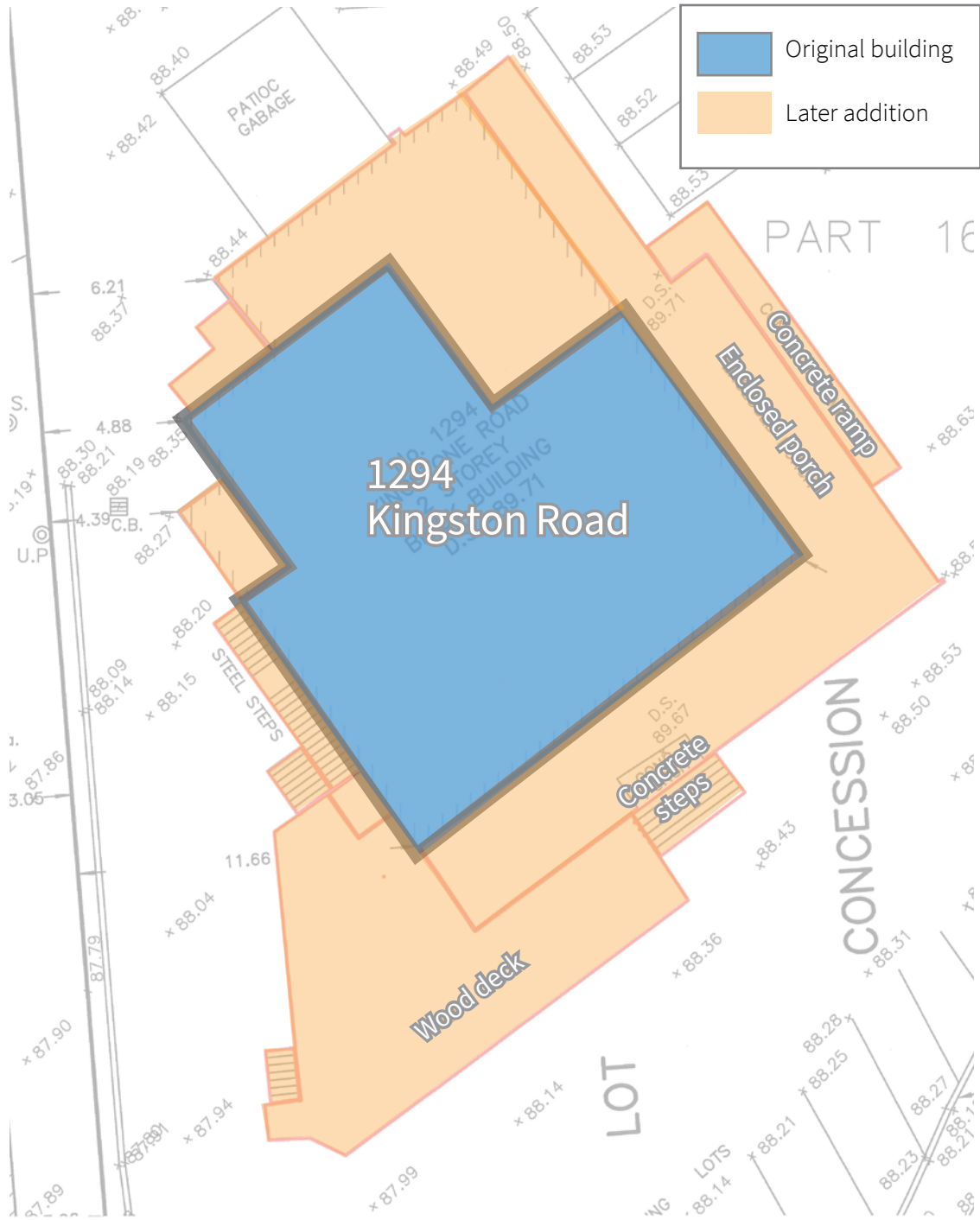


Enclosed porch, no date (Pickering Public Library)



Signage transferred to the parapet. Rear extension visible, no date. (Pickering Public Library)

2.3 Original Buildings and Later Additions



1294 Kingston Road Survey (Mandarin Surveyors, annotated by ERA)

3 ASSESSMENT OF CULTURAL HERITAGE VALUE

3.1 Ontario Regulation 9/06 Evaluation

	Value (quoted from O. Reg. 9/06)	Assessment: 1294 Kingston Road
DESIGN/PHYSICAL VALUE	a rare, unique, representative or early example of a style, type, expression, material or construction method,	1294 Kingston Road is a rare and representative extant example of the highwayside inn-and-tavern typology. It exhibits additional representative features of the Italianate style as applied to a commercial block-style building.
	displays a high degree of craftsmanship or artistic merit	According to a May 2018 Condition Assessment conducted by ERA Architects, the building displays a high degree of craftsmanship (brick detailing, for instance) for a typical commercial application of the Italianate style during the 1870s-1880s.
	demonstrates a high degree of technical or scientific achievement.	n/a
HISTORICAL/ASSOCIATIVE VALUE	direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community,	1294 Kingston Road is associated with the theme of historic small community establishment at the junctures of high-order roads, and particularly with the theme of highway-side inns along high-order roads between urban centres.
	yields, or has the potential to yield, information that contributes to an understanding of a community or culture	1294 Kingston Road has the potential to yield information, otherwise lost, that this was a historic juncture of two original roads in Upper Canada (the highway to Kingston, and Liverpool Road, the 22nd Sideroad), where mid-19 th -century attempts at establishing a major port village (the Village of Liverpool) evolved into the highway-side Liverpool's Corners, which served car traffic along the Kingston Road through the 20 th century.
	demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	n/a
CONTEXTUAL VALUE	important in defining, maintaining or supporting the character of an area,	n/a
	physically, functionally, visually or historically linked to its surroundings	The Old Liverpool House is historically linked to its surroundings as a highway side hotel. Although the structure was moved northward, further from Kingston Road in the 1970s, it has retained some of its original relationship with the intersection.
	a landmark.	1294 Kingston Road is recognized as a local landmark, one of few remaining rural heritage buildings in Pickering, and positioned on a prominent corner in the municipality's evolving town centre.

3.2 DRAFT Statement of Significance: 1294 Kingston Road

Purpose

This DRAFT Statement of Significance for 1294 Kingston Road was prepared by ERA for the purposes of this Report and follows the Ontario Regulation 9/06 Evaluation from the following page.

Description of the Historic Place

The property at 1294 Kingston Road consists of a former hotel and tavern, built circa 1879 for innkeeper Robert Secker. The property is located at the northwest corner of Kingston Road and Liverpool Road.

The hotel building is two storeys in height, built of red brick with a polychrome cornice, lintels and quoining. The building's roof is flat, with a street-facing ornamental parapet. The building features a porch that wraps around its south and east elevations. The hotel was known as both the Liverpool Arms Inn and the Liverpool House throughout its tenure.

Statement of Cultural Heritage Value

The property at 1294 Kingston Road is valued as a rare remaining representative example of the highwayside inn typology in Ontario. The inn was constructed in the Village of Liverpool Market between 1879 and 1884, in a newly-established village featuring a post office and telegraph station, street lighting, and a market built to support the Frenchman's Bay import/export industry to the south. The inn was intended to serve highway traffic along the Kingston Road, a high-order stagecoach route between Toronto and Kingston.

The property at 1294 Kingston Road has further design value as a representative example of the Italianate style applied to a commercial hotel building.

The hotel building, which exhibits many of the typological features of the highwayside inn, illustrates the theme of hotel-and-tavern establishments along high-order corridors between urban centres, as well as the theme of small community development at the junctures of concession lines, side roads and highways between communities. Across Ontario, communities were established at the junctures of the concession lines and sideroads of Upper Canada's 1790s land surveys. The Liverpool Arms Inn was established at the main intersection of the Village of Liverpool, later Liverpool Market and Liverpool's Corners, and its remaining presence there serves to illustrate the intersection's history. Its presence, as a building evidently constructed in the late 19th century, offers the potential to yield information that a historic community was located at the intersection of Kingston and Liverpool Roads.

The hotel is considered a local landmark through its appearance as a representative historic building at a prominent intersection in downtown Pickering.

DRAFT Heritage Attributes

Attributes that exhibit the property's design value as a rare remaining representative example of the highwyside inn typology and its value in its association with the theme of highwyside inns include:

- The building's location on the northwest corner of the intersection at Kingston and Liverpool Roads;
- The building's orientation toward Kingston Road, with secondary frontage onto Liverpool Road;
- The building's form, scale and massing, including its original rear extension; and,
- The building's four original chimneys protruding from the roof: two at the east side and two at the west.

Attributes that exhibit the property's design value as a representative example of the Italianate style applied to a commercial hotel building include:

- The building's polychrome brick cladding, with red brick as the principal palette and buff brick used in detailing including its cornice, quoining, and lintels;
- The building's flat roof, and bracketed parapet rising from its principal facade;
- The building's segmentally-arched window- and door openings; and,
- Ornamental Italianate-style design features including the building's cornice and parapet, quoining, bracketed window sills and hooded lintels.

Additional attributes that exhibit the property's value in its association with the theme of small community development at high-order intersections, its potential to yield evidence of the historic community at Kingston and Liverpool Roads, and its contextual value as a local landmark include:

- Views of the building from the public realm along Kingston Road, looking west, along Liverpool Road, looking north, and at the intersection of Kingston and Liverpool Roads, looking north west.

4 ASSESSMENT OF EXISTING CONDITION

ERA conducted a condition assessment of the building at 1294 Kingston Road in May, 2018.

East Elevation – overall poor to fair condition

- The brickwork appears to be in fair condition with areas of environmental staining and efflorescence, cracked and/or open mortar joints in the brick arches over the windows, areas of brick delamination, open mortar joints in the brick walls, obsolete/redundant ferrous metal fasteners that remain in the masonry walls, and areas of poor past masonry repairs.
- The wood window frames appear to be original and generally appear to be in fair-to-poor condition. One of the wood frames appears to be damaged near the top of the window.
- The wood window sashes don't appear to be original.
- Two window openings near the north end appear to be covered with plywood.
- The parapet glazed coping tiles on the 2-storey portion of the building appear to be original and in fair condition, with an isolated area of damage.
- The one-storey enclosed porch addition at the east end of the building appears to be in fair condition, with extensive mortar loss in the brick base and large areas of efflorescence.

The following references to building condition may be found within this section.

Excellent:

Superior aging performance. Functioning as intended; no deterioration observed.

Good:

Normal Result. Functioning as intended; normal deterioration observed; no maintenance anticipated with in the next five years.

Fair:

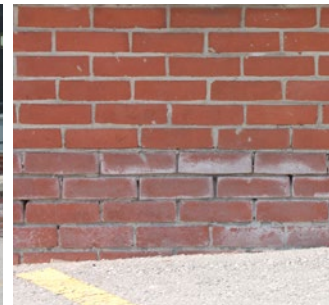
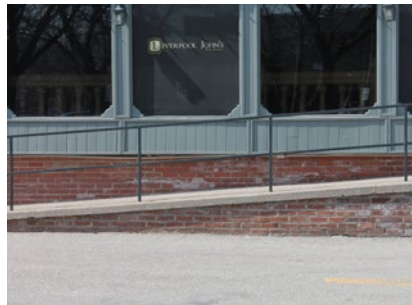
Functioning as intended; normal deterioration and minor distress observed; maintenance will be required with in the next five years to maintain functionality.

Poor:

Not functioning as intended; significant deterioration and distress observed; maintenance and some repair required with in the next year to restore functionality.

Defective:

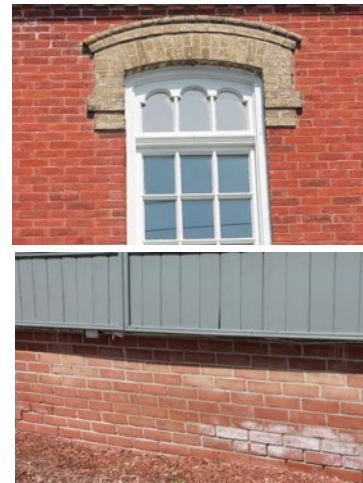
Not functioning as intended; significant deterioration and major distress observed.



East elevation (ERA, 2018).

South Elevation – overall fair condition

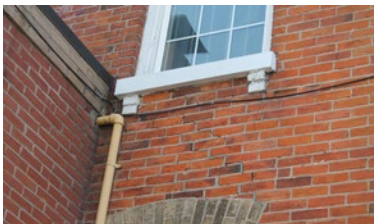
- The brickwork appears to be in fair condition with some areas of environmental staining, cracked and/or open mortar joints in the brick arches over the windows, locations of open mortar joints in the brick walls, obsolete/redundant ferrous metal fasteners that remain in the masonry walls, and areas of poor past masonry repairs.
- The wood window frames appear to be original and generally appear to be in fair-to-poor condition.
- The wood window sashes don't appear to be original.
- The one-storey enclosed porch addition at the east end of the building appears to be in fair condition, with extensive mortar loss in the brick base and large areas of efflorescence.
- The wood cornice appears to be in fair-to-poor condition, with locations of flaking/peeling paint and localized wood rot.
- The building at one point was tuckpointed. Most of the tuckpointing is now missing, although the overall brick wash appears to be in good condition.



South (principal) elevation (ERA, 2018).

North Elevation – overall fair condition

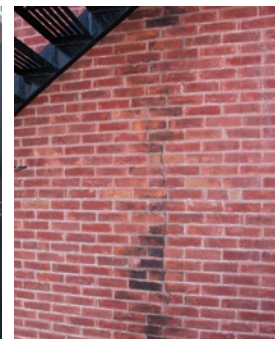
- The brickwork appears to be in fair condition with some areas of environmental staining, cracked and/or open mortar joints, localized areas of brick delamination, open mortar joints and areas of poor past masonry repairs. There's also a location of graffiti on the brick on the 2nd storey level.
- The wood window frames appear to be original, and generally appear to be in fair-to-poor condition.
- The wood window sashes don't appear to be original.
- The more recent north addition appears to be in fair condition, with localized efflorescence near top of chimney.
- An original window opening on the north elevation has been bricked-in, and has localized masonry step cracks and fractured bricks above the old opening location.



North (rear) elevation (ERA, 2018).

West Elevation – overall fair to poor condition

- The brickwork appears to be in fair condition with some areas of environmental staining, cracked and/or open mortar joints in the brick arches over the windows, open mortar joints in the brick walls, areas of brick delamination, obsolete/redundant ferrous metal fasteners and areas of poor past masonry repairs.
- There is a new door opening and metal fire escape at the second-floor level with poorly executed brickwork at the perimeter of the opening.
- The wood window frames appear to be original, and generally appear to be in fair-to-poor condition with some peeling paint and localized wood rot.
- The wood window sashes don't appear to be original.
- The later one-storey brick addition at the north-west corner of the building appears to be in fair condition.
- The northwest corner of the original building and west elevation at the basement level has been parged over. The parging appears to be in fair condition.
- There is a basement window on the west elevation which was previously blocked and parged over. The parging is currently demonstrating localized cracking above it and on both sides.



West elevation (ERA, 2018).

Interiors – overall fair to poor condition

- The wood window frames appear to be original, and appear to be generally in fair condition.
- There are what appear to be a later addition wood door frames leading to the enclosed porch, and a later addition brick fireplace on the ground floor. There is poor masonry repointing and some brick delamination on the brick fireplace.
- There are isolated vertical cracks in the bricks and mortar joints on the brick wall in the enclosed porch area, and some brick staining in that area as well.



5 POLICY REVIEW

The following documents comprise the policy framework relevant to the heritage resources on Site:

- Ontario’s Provincial Policy Statement, ~~2014~~ 2020 (the “PPS”);
- Growth Plan for the Greater Golden Horseshoe, 2017 (the “Growth Plan”)
- Durham Regional Official Plan, 2017;
- City of Pickering Official Plan, 2018 (the “Official Plan”); and
- City Centre Urban Design Guidelines, 2017.

Provincial Policy Statement, 2014

The PPS is intended to guide planning policy across Ontario’s municipalities. It provides the following framework for the conservation of heritage resources:

- 2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved.
- 2.6.3 Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.

The PPS additionally provides the following definition for conservation:

Conserved: means the identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained under the *Ontario Heritage Act*. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment and/or heritage impact assessment. Mitigative measures and/or alternative development approaches can be included in these plans and assessments.

The PPS consistently emphasizes the need to conserve heritage resources that are subject or adjacent to development by ensuring that their heritage value is retained, which is achieved through the conservation of the heritage attributes that convey that value.

The Province introduced an updated Provincial Policy Statement (took effect on May 1, 2020). The updated PPS modifies various definitions related to cultural heritage pertaining to the designation of cultural heritage resources. Notably, the PPS's revised definition of "significant" includes those properties determined to have cultural heritage value or interest under the Ontario Heritage Act, as well as those included in federal and/or international registers, and/or protected through an official plan, zoning by-law, or other land uses planning tools.

Growth Plan for the Greater Golden Horseshoe (2017)

The Growth Plan provides a framework for implementing Ontario's vision for building stronger, prosperous communities by better managing growth in greater Toronto region. The Growth Plan acknowledges the importance of protecting and enhancing cultural heritage resources when accommodating growth as described by the following policies:

1.2.1 Guiding Principles

- Conserve and promote cultural heritage resources to support the social, economic, and cultural well-being of all communities, including First Nations and Métis communities.

4.2.7 Cultural Heritage Resources

- Cultural heritage resources will be conserved in order to foster a sense of place and benefit communities, particularly in strategic growth areas.

Since the original submission of this document in 2019, an updated Growth Plan took effect in May 2019. The Plan revises policies related to designation of employment lands, transit-oriented development and natural heritage mapping and scales density targets to municipalities' level of urbanization. The above listed heritage-specific policies were not altered. The updated Plan aligns policies and definitions of cultural heritage with recent changes to the Ontario Heritage Act.

Durham Regional Official Plan (2017)

The Durham Regional Official Plan identifies downtown Pickering as an Urban Growth Centre. The Site is located in the Pickering City and Urban Growth Centre. Section 1 of the Durham Regional Plan identifies a series of bases, goals and directions. Section 2 relates to the environment and provides the goal “to preserve and foster the attributes of communities and the historic and cultural heritage of the Region.” Cultural heritage policies include:

2.2.11 The conservation, protection and/or enhancement of Durham’s built and cultural heritage resources is encouraged.

2.3.49 Regional Council shall encourage Councils of the area municipalities to utilize the Ontario Heritage Act to conserve, protect, and enhance the built and cultural heritage resources of the municipality, to establish Municipal Heritage Committees to consult regarding matters relating to built and cultural heritage resources planning, and the designation of heritage conservation district and properties provided for in the Ontario Heritage Act.

As stated in Policy 8A.1.2.d, City Centres shall be developed “with prime consideration for the spatial distribution of structures, architectural treatment, and the preservation and enhancement of cultural heritage resources.”

City of Pickering Official Plan (2018)

The City of Pickering Official Plan recognizes the intersection of Kingston and Liverpool Roads as a “gateway” to the City Centre. Furthermore, it identifies Kingston Road as the City’s “main street.”

Addressing objectives for the conservation of the City’s cultural heritage resource, the Official Plan requires that “City Council shall respect its cultural heritage, and conserve and integrate important cultural heritage resources from all time periods into the community.”

Policy 8.8 allows for Council to permit the alteration and additions to cultural heritage resources, so long as the changes do not detrimentally affect the heritage value of those resources. Policy 8.9 promotes the

City of Pickering Definition of Cultural Heritage

Cultural heritage includes archaeological sites and resources; buildings and structural remains of historical, architectural, natural and contextual value; shipwreck sites; traditional use areas; rural districts and settlements; urban neighbourhoods; cultural landscapes of historic interest; and significant views, vistas and ridge lines.

More broadly, cultural heritage comprises everything produced and left by the people of a given time and geographic area, the sum of which represents their cultural identity. This includes their folklore, rituals, art, handicrafts, equipment, tools, communications, transportation, buildings, furnishings and dwellings.

maintenance of the original use, location, and orientation of heritage structures. Where that is not possible it supports the adaptive reuse and relocation of heritage structures.

The Site is located in the City Centre (Neighborhood 8 in the Official Plan), which prioritizes mixed uses and an improved public realm. It considers public squares, transit waiting areas and tall buildings to be appropriate uses for lands fronting all four corners of the Kingston Road and Liverpool Road intersection.

City Centre Urban Design Guidelines (2017)

The Site is subject to the City Centre Urban Design Guidelines, which encourage a mixed use/main street zone along Kingston Road. Urban design objectives include ensuring that streetscape and landscaping treatments exhibit a “downtown” character with urban sidewalks closer to the streets, pedestrian scale lighting, and appropriate planting and signage.

The Design Guidelines specify appropriate building types for development in the City Centre, with mid-rise buildings and signature buildings intended for development along major arterial streets and key gateways to the City Centre. The Site is located in a gateway area as shown in Figure 8 of the Urban Design Guidelines.

Guidelines pertaining to the Site include:

1.2 Guiding Principles

Create bold entry-points to City Centre through design excellence in architecture, public art and public plazas at key gateway locations and areas of high visibility.

2.1 The Built Form Vision for the City Centre

The vision illustrates what the final build-out of Pickering City Centre may look like, and goes far beyond what is envisioned to occur by 2031. The built form vision contains the following key features:

3. A “Gateway” to the City Centre, located at the intersection of Kingston Road and Liverpool Road, featuring distinct buildings and enhanced with public plazas at each of the four corners.

2.3.1 The Context

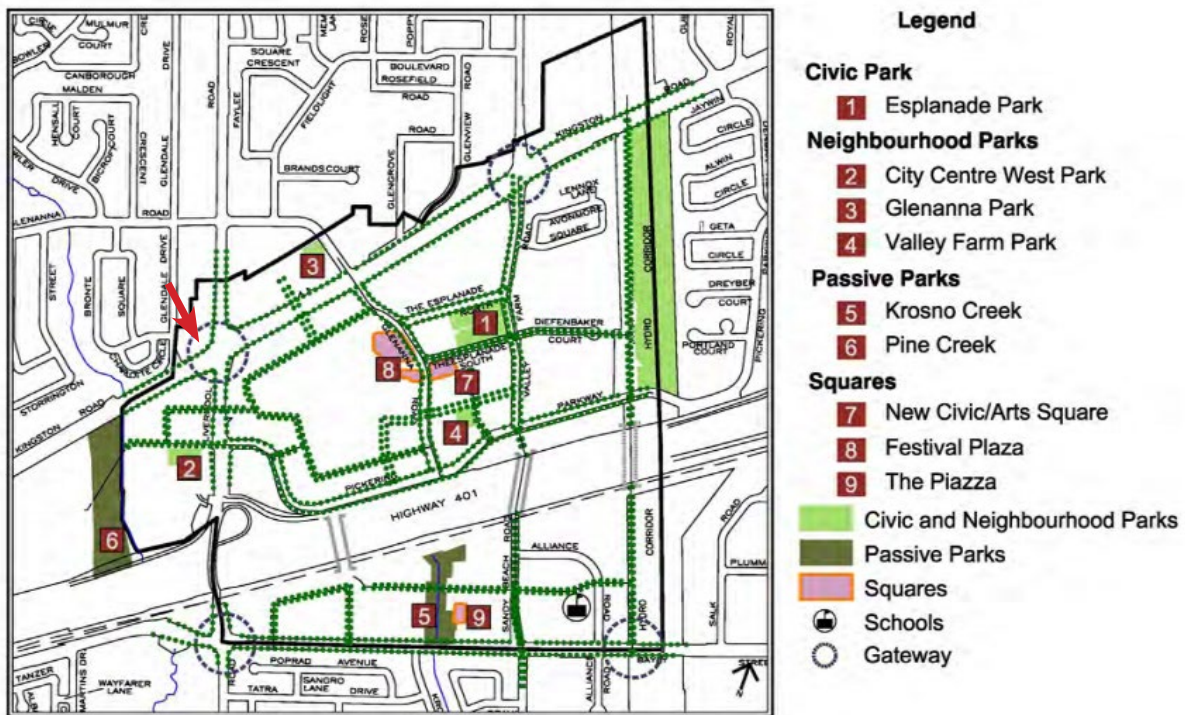
The introduction of new development needs to be cognisant of the local context to ensure compatibility with the character, function and scale of surrounding development.

b) The diverse visual characteristics of the City Centre call for building design that helps define and contribute positively to the surrounding built form and public realm.

c) The design of sites and buildings shall seek to create and enhance view portals and vistas of parks and signature buildings within the City Centre.

2.3.3 Building Placement and Orientation

The placement and orientation of buildings should define and augment the public realm (streets and open spaces) and places on properties where routes and people congregate, such as private squares. The coordination of building location along a street edge and the placement of buildings on prominent corners help create an active and attractive streetscape.



City Centre Urban Design Guidelines, Figure 8 (site within gateway area shown with red arrow, City of Pickering, annotated by ERA).

There are additional guidelines for Gateways and for Signature Buildings anticipated at Gateway locations in the City Centre, including:

2.4.4.4 Signature Buildings

a) Buildings with significant heights and massing should be located at key gateways to, and intersections within, the City Centre. Signature buildings at key gateway locations, shown on Figure 8, shall include architectural features that signify the importance of the corner. This can be attained by bold and expressive building design through the use of high quality building materials, highly articulated building façades and unique massing details; and

e) Efforts shall be made to retain or integrate the Liverpool House, located at the northwest corner of Kingston Road and Liverpool Road with surrounding development. Adjacent landscaping and urban design treatments shall reinforce the building's significance and role as a historical reference point. Intensification of the site in the form of building alterations or additional development shall ensure the siting, size, massing, scale, and materials of the new development complement or enhance the heritage attributes of this property.

4.2.5 Gateways

Gateway areas help to enhance orientation, signal key points of entry into the core of the community as a special character area, and provide key opportunities where the coordinating of the design of landscapes, signage, public art and buildings can create a sense of entry and orientation. The expression of a community gateway can take on many forms and will hinge on the individual circumstances of the site.

- a) Gateways signify arrival into a special place.
- b) Gateways are high quality spaces. The built form and public realm context of the gateway should be held to higher design standards.
- c) Design features at corners should include signature buildings and/or enhanced landscaping such as signage, art, lighting, historic markers, special paving, open space/square, or seating, as well as coordinated fencing to frame the entry into the neighbourhood.

d) The design of gateways will be coordinated to:

- celebrate gateways with public gathering spaces
- locate primary building entrances at gateways
- provide visually prominent massing, such as distinct corner or roof treatments
- ensure that special attention to architectural and material quality is given
- locate public art at gateways
- ensure consistency of materials, colours and textures in built form and landscape (for example in building façades and paving materials)
- provide special streetscape elements or furnishing such as signs, arches, columns, or fountains
- have consideration for visibility at night and winter months through lighting and vertical expressions
- ensure that parking, loading, servicing, utilities, mechanical equipment are located out of public view

e) Intersections at gateway sites should have distinctive surface treatment for pedestrian crossings, including wider sidewalks and connections to bus shelters.

f) The corner of the building should be slightly recessed to create a small public square of at least 100 square metres in size at the street corner.

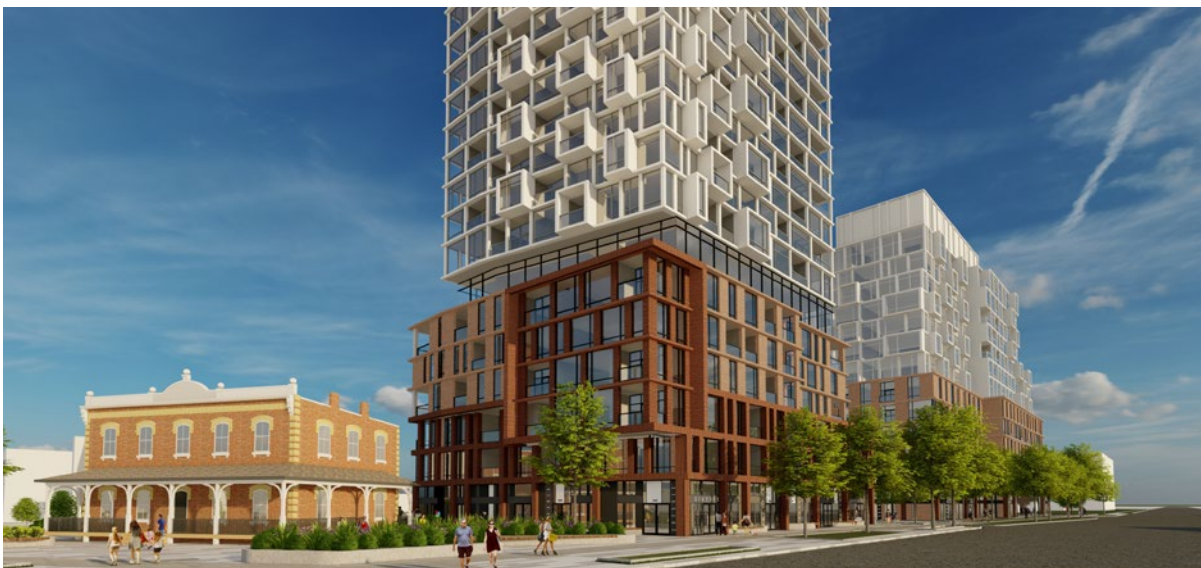
g) The primary entrances to buildings at gateway locations should be located at the street corner and contain architectural features that would enhance and activate the street corner.

6 DESCRIPTION OF THE PROPOSED DEVELOPMENT

The proposed mixed use redevelopment of the Site removes and replaces the buildings at 1848 and 1852 Liverpool Road with a 25-storey tower setback atop a 6-storey podium, and a 13-storey mid-rise building. The proposal includes the relocation, restoration, rehabilitation and adaptive reuse of the Old Liverpool House at 1294 Kingston Road for commercial use. Publicly accessible open space at the corner of Kingston Road and Liverpool Road and improvements to the public realm are also proposed.

The proposed development introduces 495 units to the Site. Active at grade retail and commercial uses are proposed along the Liverpool and Kingston Road frontages of the proposed new construction and the retained Old Liverpool House. Parking is proposed to be provided, within 3 levels of underground parking and 31 spaces at-grade to support commercial uses.

The proposed new construction will be set back 5.35m to the north from the retained heritage building. The podium base of the tower is designed with a compatible and distinguishable brick to visually balance the use of contemporary glazing and serve as a visual backdrop to the retained Old Liverpool House. The tower element is setback and angled to provide additional contrast to the podium below .



Proposed renderings of the development from the Kingston Road and Liverpool Road intersection, one of the conserved views (Kirkor, 2020).

6.1 Designing with Heritage and CCUDG

In addition to its restoration and adaptive reuse, the proposed development will relocate the heritage building south approximately 16m and integrate it within an urban plaza, fulfilling the CCUDG for Gateways and in particular 2.4.4.4 Signature Building (e) .

The development reinstates the heritage building's historic relationship to the public realm, a connection which was weakened by the previous relocation during the 1970s Kingston Road expansion. By moving south towards Kingston Road, the building's historic streetwall and its presence at the intersection are conserved while meeting CCUDG 2.3.3 Building Placement and Orientation. Situating the building as part of the pedestrian environment allows an interpretation of its relationship with Kingston Road prior to Pickering's intensification.

The proposed development further enhances Old Liverpool House's relationship to the intersection by ensuring that the views to its south and east elevations are unobstructed. The landscape design and planting scheme avoids visual obstructions from the public realm and establish a buffer to the traffic of Kingston Road.

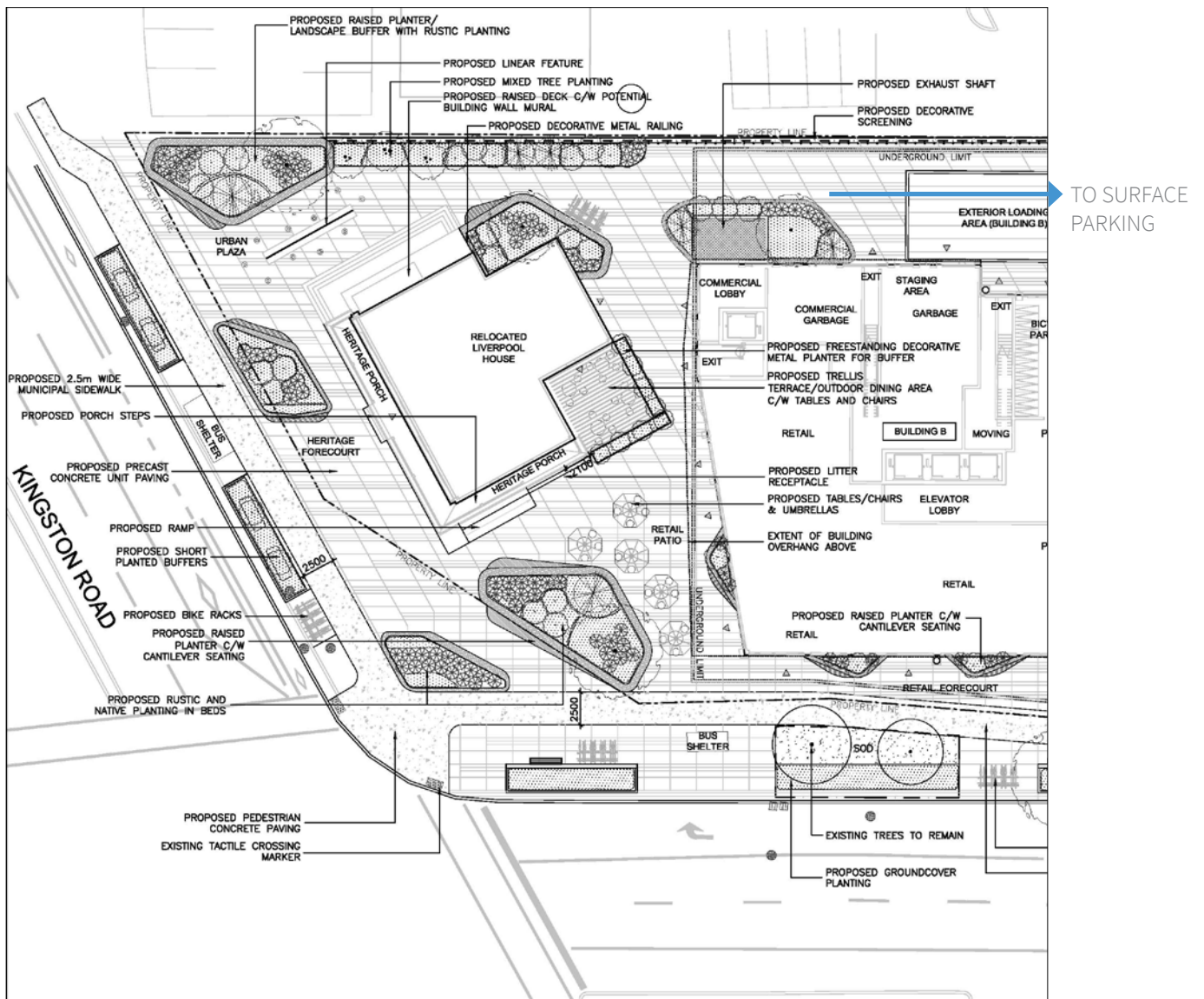
The design of the landscape intends to bridge the forward looking vision of the CCUDG while creating programmable outdoor spaces for heritage interpretation through paving design, public art, and planting palette.



Proposed relocation of Old Liverpool House reinstates its presence on the intersection of Kingston Road and Liverpool Road, one of the conserved views (Kirkor, 2020).



Rendering of the proposed development looking west from Kingston Road, one of the conserved views (Kirkor, 2020).



Proposed landscape plan (MBTW, 2020).

7 IMPACT ASSESSMENT

The proposed redevelopment of the Site will impact the identified heritage resource at 1294 Kingston Road on the Site. These impacts, as listed below, are mitigated through several design techniques, explored in the following Section of this Report.

7.1 Impacts to Old Liverpool House (1294 Kingston Road)

Relocation

The proposed relocation of the Old Liverpool House, approximately 16m south of its current position, returns the structure closer to its original location while enhancing its visual and contextual relationships at the intersection of Kingston and Liverpool Roads not currently enjoyed. The proposed relocation marks the second relocation of the building, with the first occurring in the early 1970s.

Removal of Rear Additions

The removal of the rear and flanking one- and two-storey additions, metal exit stair on the west elevation, covered wood deck, existing signage and contemporary chimneys are proposed as they are built with typical construction methods and do not contain the same craftsmanship elements as the original fabric of the Old Liverpool House. The removal of the later additions will allow for the restoration of the original building.

Rehabilitation for Reuse

Various interior and exterior rehabilitation works will be necessary to ensure the Old Liverpool House can be adaptively reused for continued commercial use. Upgrades to ensure universal accessibility will also be required. Furthermore, close proximity to above ground parking and transit, the plaza, and the new towers increase its long-term viability as a commercial space.

Alterations to Context

The historically rural setting of the Old Liverpool House will be further altered with the addition of the proposed mid-rise and high-rise buildings to the north. However, the ground floor retail in the proposed buildings can reinforce the long term viability of Old Liverpool House as a commercial space.

7.2 Impact on Adjacent Heritage Resources

There are no identified heritage resources adjacent to the Site.

7.3 Impact Summary

The following table summarizes the impacts of the proposal on the property at 1294 Kingston Road on the Site.

Possible Effect	Assessment (1294 Kingston Road)
<i>Destruction of any, or part of any, significant heritage attributes or features</i>	No impact. All significant attributes and features of the existing building as identified in this report will be retained and restored.
<i>Alteration that is not sympathetic, or is incompatible, with the historic fabric and appearance</i>	The proposed restoration and rehabilitation of the Old Liverpool House is consistent with <i>The Standards & Guidelines for the Conservation of Historic Places in Canada (2010)</i> . The proposed relocation (closer to its original location) will enhance the public realm and provide for a more “urban” pedestrian experience, while continuing to anchor the Kingston and Liverpool Roads intersection. The rehabilitation and restoration of the heritage resource complements the proposed mixed-use residential buildings to the north.
<i>Shadows created that alter the appearance of a heritage attribute or change the viability of an associated natural feature or plantings, such as a garden</i>	No impact.
<i>Isolation of a heritage attribute from its surrounding environment, context or a significant relationship</i>	The building’s historic relationship to the intersection will be maintained and enhanced through its proposed relocation.
<i>Direct or indirect obstruction of significant views or vistas within, from, or of built and natural features</i>	Views to the Old Liverpool House are enhanced by the proposed relocation south closer to the public realm. Obstructions to the views are reduced.
<i>A change in land use (such as rezoning a church to a multi-unit residence) where the change in use negates the property’s cultural heritage value</i>	No impact. Existing commercial and neighbourhood amenity uses will continue.
<i>Land disturbances such as a change in grade that alters soils, and drainage patterns</i>	The proposed grade changes will not impact the heritage resource.
<i>Impact on adjacent heritage property</i>	Not applicable. There are no identified heritage properties adjacent to the site.

7.4 Conformity with City Centre Urban Design Guidelines

In addition to assessing the proposed development's impacts on the heritage resource on the Site, this Report considers the proposed Site Plan's conformity to the City Centre Urban Design Guidelines (CCUDGs), in particular the site specific guidance provided in Subsection 2.4.4.4 (e). The following table assesses the proposed development with regards to this guidance, which is intended to conserve and enhance the prominence of Old Liverpool House at this Gateway intersection.

Refer to Appendix D of this Report for an analysis of compliance to other relevant CCUDG guidance. Further analysis is provided in the Planning Justification Report by Urban Strategies, Inc., accompanying this submission package.

<p>Pickering City Centre Urban Design Guidelines (CCUDG) Subsection 2.4.4.4 (e)</p>	<p>Assessment (1294 Kingston Road)</p>
<p><i>Effort shall be made to retain or integrate the Liverpool House, located at the northwest corner of Kingston Road and Liverpool Road with surrounding development.</i></p>	<p>Old Liverpool House is proposed to be retained (non-original additions removed) and relocated to the southern edge of the Site, along Kingston Road, reinstating this building’s historic relationship to the street. The proposed high-rise podium is to be set back from the retained heritage fabric to ensure it can be read as a separate three-dimensional building in contrast to the surrounding development. This will highlight views to the Site and ensure Old Liverpool House serves as a ‘Signature Building’ at this Gateway location.</p>
<p><i>Adjacent landscaping and urban design treatments shall reinforce the building’s significance and role as a historical reference point.</i></p>	<p>Proposed landscape and urban design treatments are designed to:</p> <ol style="list-style-type: none"> 1) Interpret the historic streetwall condition by locating the heritage building within proximity to (+/-7m) the right-of-way ; 2) Provide obstruction-free views of the heritage building’s primary façades by limiting visual obstructions from the intersection; and 3) Anchor the heritage building within a public plaza which provides opportunities for interpretation, public art, and high quality planting (e.g. a rustic, native, planting palette).
<p><i>Intensification of the site in the form of building alterations or additional development shall ensure the siting, size, massing, scale, and materials of the new development complement or enhance the heritage attributes of this property.</i></p>	<p>Proposed new construction is setback 5.35m from the heritage building and conserves the views identified in the draft Statement of Significance.</p> <p>The proposed 6-storey building podium below the proposed tower features complementary contemporary design and materiality. Red brick is used to contrast with glazing and provide a compatible backdrop to the retained heritage fabric.</p> <p>The scale and massing of the adjacent 6-storey podium is reduced through articulation of the massing and architectural detailing the south and east façades.</p> <p>Additionally, the tower is set back from the edge of the podium.</p>

8 CONSERVATION STRATEGY

8.1 Conservation Approach

The proposed conservation approach for the Old Liverpool House on the Site is a combination of restoration and rehabilitation, discussed as follows in the *Standards and Guidelines for the Conservation of Historic Places in Canada*:

Restoration involves accurately revealing, recovering or representing the state of an historic place or individual component as it appeared at a particular period in its history, while protecting its heritage value.

Rehabilitation involves the sensitive adaptation of an historic place or individual component for a continuing or compatible contemporary use, while protecting its heritage value.

8.2 Conservation Scope

The preliminary conservation scope includes:

- Relocate the existing building approximately 16m to the south of its existing location; secure on new foundations (see feasibility letter prepared by Laurie McCulloch attached as appendix B);
- Remove later one storey and two storey additions, metal exit stair, wood deck, signage and contemporary chimneys;
- Masonry cleaning, repair and replacement where necessary;
- Repair and repaint original wood frames where necessary;
- Repair and repaint wood cornice where necessary;
- Provide new flashing and rainwater conveying system;
- Reinststate original window opening(s) on North elevation;
- Reinststate parapet wall with reference to the form of the missing historic features;
- Replace all windows to match original profile;
- Replace the exterior door entrances with new sympathetic doors and frames;
- Replace existing covered porch with an open porch to allow for contemporary uses;
- Provide required universal accessibility; and
- Ongoing continued maintenance.

The forthcoming Conservation Plan will provide further detail for the above preliminary conservation scope. Additionally, precise porch conservation and accessible design will be detailed in the Conservation Plan phase.

8.3 Mitigation Strategies

The following mitigation strategies are proposed to address impact on the Site's cultural heritage value:

Relocation, Restoration and Rehabilitation

The proposed development reinstates the building's visually prominent relationship to the intersection and its continued use, in line with its historic role as a highway hotel.

Once relocated to the proposed highly visible location along Kingston Road, the retained heritage building will be restored, and the original porch and parapet will be reinstated. The building will also be rehabilitated for commercial use, ensuring its continued use and animation along the street edge. The building's continued use as a publicly accessible commercial amenity ensures that the building and its connection to historic use is maintained.

Public Realm

The proposed public realm at the edges and corner of Liverpool Road and Kingston Road will further provide visual and physical separation between the proposed new construction and the retained Old Liverpool House, allowing the heritage resource to maintain its legibility and prominence from the surrounding streets.

The proposed landscape and urban design of the urban plaza and streetscape will provide a pedestrian-scale setting around the heritage building. New pedestrian walkways, planters, seating and signage will encourage access and engagement with the Old Liverpool House. The landscape design scheme avoids visual obstructions towards the heritage building, thereby conserving views from the intersection and surrounding streets.

-

Proposed Architectural Design

The proposed high-rise building is designed to respond to its role as a visual backdrop to the retained heritage fabric. The articulated podium and ground floor divides the massing of the building base into visually smaller units and provides a transition to the height of the tower, which is set back atop the podium.

The podium is designed to interpret the red brick materiality of the retained heritage resource in a contemporary, compatible and distinguishable form.

Interpretation

The proposed urban plaza incorporates interpretation features in the form of public art, paving, and other landscape features.

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9 CONCLUSION

The proposed development appropriately conserves the cultural heritage value of the building known as the Old Liverpool House, while allowing for its continued prominence at the gateway intersection of Kingston and Liverpool Roads.

The impacts to the heritage resource on the Site associated with its relocation, removal of non-original additions and introduction of increased density on the Site will be mitigated by a conservation strategy. The proposed strategy will conserve the Site's cultural heritage value, through relocation, prominent siting, rehabilitation for continued use and public realm design, which enhance opportunities for public engagement on the Site. New construction is set back north of the retained heritage fabric, and is contextualized through reference to historic materiality in the podium and stepped back siting and design of the angled tower.

A more detailed Conservation Plan and Heritage Easement Agreement are anticipated for the Old Liverpool House as part of the ongoing approvals process.

10 PROJECT PERSONNEL

Philip Evans

Philip Evans is a principal of ERA Architects and the founder of small. In the course of his fourteen-year career, he has led a range of conservation, adaptive reuse, design, and feasibility planning projects. Philip is a professional member of CAHP.

Janice Quieta

Janice Quieta, OAA, is an associate with ERA Architects. She received her Master of Architecture degree from Dalhousie University after completing a Bachelor of Architectural Science degree at Ryerson University.

Julie Tyndorf

As an Associate with ERA Architects, Julie Tyndorf MCIP, RPP, CAHP, engages in the field of heritage conservation through urban planning. Her key areas of focus are on municipal heritage policies and the heritage approvals process as they relate to new development.

Emma Cohlmeier (EC1)

Emma Cohlmeier works with the heritage planning team at ERA Architects. She has a Master Degree in Urban Planning from the University of Toronto and a Bachelor of Arts from the University of Guelph. Emma is an experienced project manager.

Stuart Chan

Stuart Chan is a landscape designer at ERA Architects. He holds a Master of Landscape Architecture from the University of Guelph.

Emma Abramowicz

Emma Abramowicz is a heritage planner at ERA Architects. She holds a Master of Planning in Urban Development from Ryerson University, as well as a Bachelor of Arts from Queen's University.

Emily Collins (EC2)

Emily Collins is a planner with ERA Architects. She received her Bachelor of Environmental Studies with a major in Honours Planning from the University of Waterloo.

Zoe Chapin

Zoe Chapin (Candidate member, OPPI) works with the heritage planning team at ERA Architects. She has a Master of Urban Planning from McGill University, where she also completed a Bachelor of Arts in Urban Systems.

Lucy Lynch

Lucy is a planner with the heritage planning team at ERA. She graduated from York University's Master of Environmental Studies program with a specialization in Urban and Environmental Planning.

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12 APPENDICES

Appendix A: Architectural Plans (Kirkor Architects - July 22, 2020)

1294 Kingston Rd & 1848-1852 Liverpool Rd

MIXED-USE DEVELOPMENT PICKERING

DRAWING LIST

Sheet No.	Sheet Title	Sheet Name
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95	Site Plan	95
96	Site Plan	96
97	Site Plan	97
98	Site Plan	98
99	Site Plan	99
100	Site Plan	100

KIRKOR ARCHITECTS + PLANNERS
 300 The Galleria Dr. #400 Toronto ON M5S 1S6
 Tel: 416 593 0000 kirkorarchitects.com

Drawing ID: _____

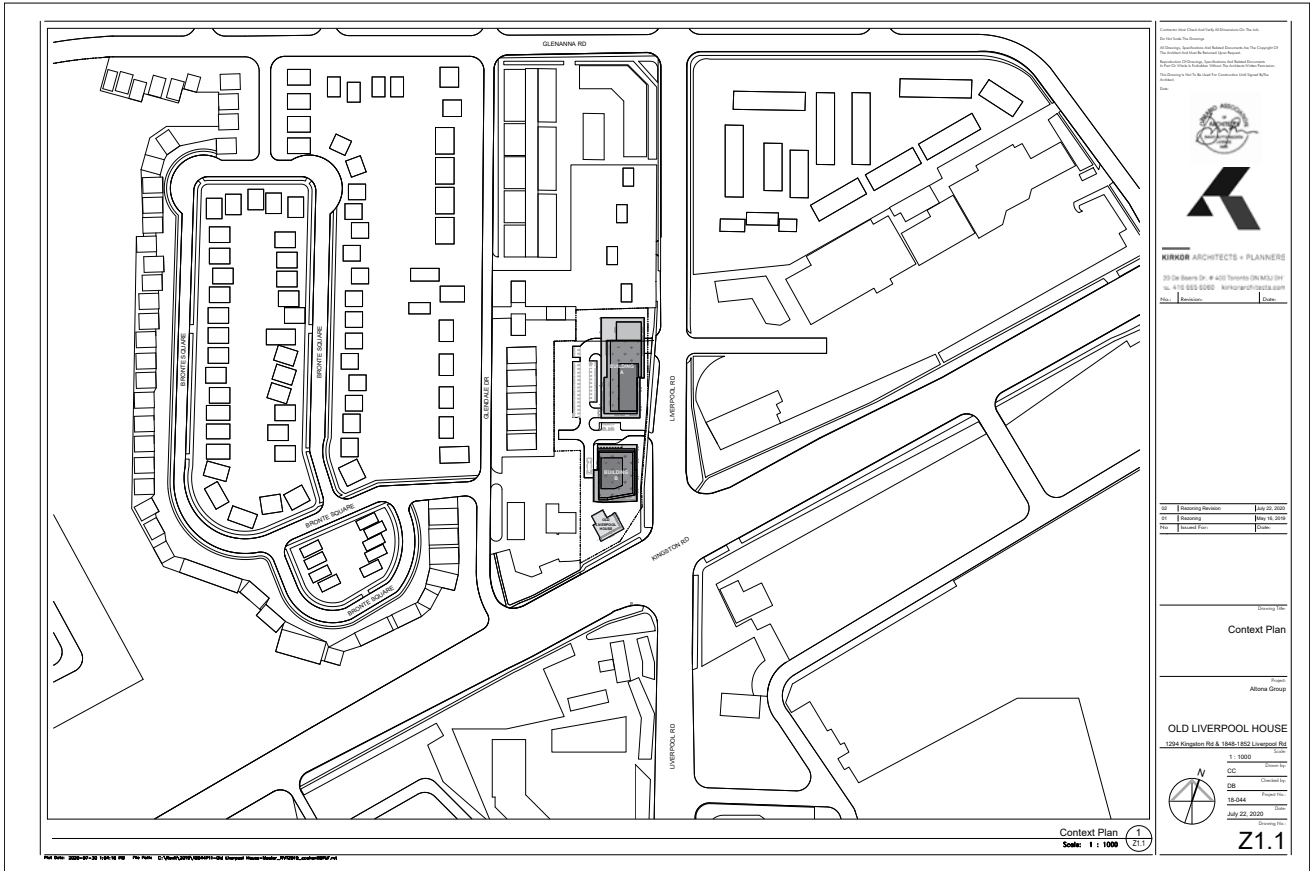
Cover Sheet

Client: **Alterra Group**

OLD LIVERPOOL HOUSE
 1294 Kingston Rd & 1848-1852 Liverpool Rd

CD: _____
 DB: _____
 18-044: _____
 July 22, 2020: _____

Z0.0



Context Plan does not imply all dimensions. See also the site plan for details.

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301 Cox Avenue Dr. # 402 Toronto ON M5S 1C6
 Tel: 416 593 5566 kirkorarchitects.com

Prep	Prepared By	June 22, 2020
Rev	Revised By	None
Rev	Revised Date	None

Drawing ID: Context Plan

Client: Altima Group

OLD LIVERPOOL HOUSE
 125a Kingston Rd. S. 1945 - 1957 Liverpool Rd.

CD	Client Rev	1-1000
DB	Checked By	
18-044	Project No.	
July 22, 2020	Date	

Z1.1



PROJECT PROFILE
 1000 Kingston Rd. 1000-1001 Kingston Rd.
 PROJECT NO. 18-044
 PROJECT LOCATION

4.0 SITE DATA

Area	Area (sq. ft.)	Area (sq. m.)
Plot Area	100,000	9,290
Project Footprint Area	10,000	929

4.1 GFA APPROVED REQUIREMENTS

Category	Area (sq. ft.)	Area (sq. m.)
Residential	10,000	929
Commercial	0	0
Public	0	0
Industrial	0	0
Office	0	0
Warehouse	0	0
Other	0	0
TOTAL	10,000	929

4.2 GFA PROPOSED REQUIREMENTS

Category	Area (sq. ft.)	Area (sq. m.)
Residential	10,000	929
Commercial	0	0
Public	0	0
Industrial	0	0
Office	0	0
Warehouse	0	0
Other	0	0
TOTAL	10,000	929

4.3 PARKING REQUIREMENTS

Category	Area (sq. ft.)	Area (sq. m.)
Residential	10,000	929
Commercial	0	0
Public	0	0
Industrial	0	0
Office	0	0
Warehouse	0	0
Other	0	0
TOTAL	10,000	929

4.4 TRAILING

Category	Area (sq. ft.)	Area (sq. m.)
Residential	10,000	929
Commercial	0	0
Public	0	0
Industrial	0	0
Office	0	0
Warehouse	0	0
Other	0	0
TOTAL	10,000	929

4.5 PROJECT STATISTICS

Category	Area (sq. ft.)	Area (sq. m.)
Residential	10,000	929
Commercial	0	0
Public	0	0
Industrial	0	0
Office	0	0
Warehouse	0	0
Other	0	0
TOTAL	10,000	929

4.6 PROJECT STATISTICS

Category	Area (sq. ft.)	Area (sq. m.)
Residential	10,000	929
Commercial	0	0
Public	0	0
Industrial	0	0
Office	0	0
Warehouse	0	0
Other	0	0
TOTAL	10,000	929

Consulting Services and Design Services for the site.
 1000 Kingston Rd. 1000-1001 Kingston Rd.
 PROJECT NO. 18-044
 PROJECT LOCATION

KIRKOR ARCHITECTS + PLANNERS
 300 Don Mills Dr. # 402 Toronto ON M3C 1W4
 Tel: 416 593 6000 kirkorarchitects.com

Category	Area (sq. ft.)	Area (sq. m.)
Residential	10,000	929
Commercial	0	0
Public	0	0
Industrial	0	0
Office	0	0
Warehouse	0	0
Other	0	0
TOTAL	10,000	929

Site Survey & Statistics

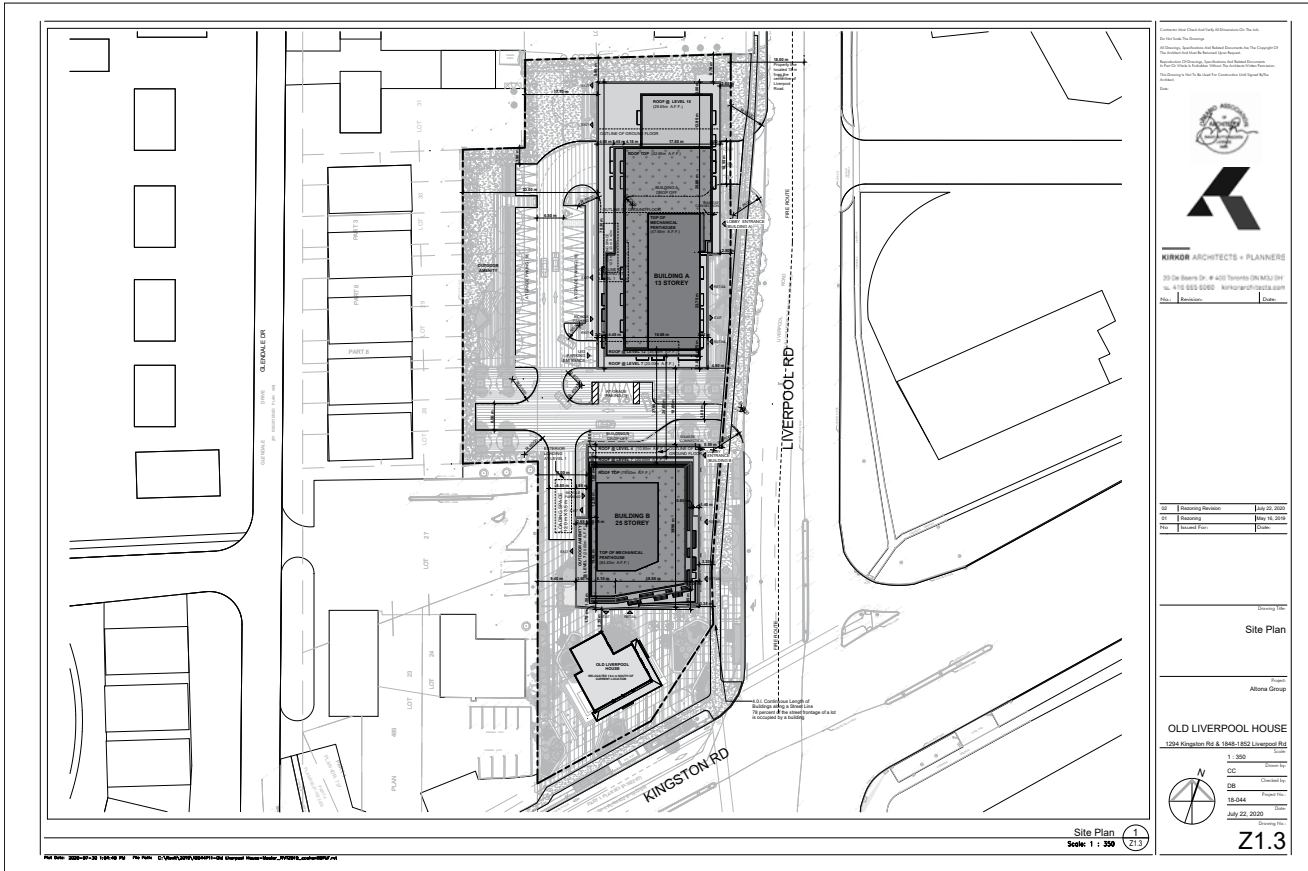
Client: Altira Group

OLD LIVERPOOL HOUSE
 1000 Kingston Rd. 1000-1001 Kingston Rd.

Category	Area (sq. ft.)	Area (sq. m.)
Residential	10,000	929
Commercial	0	0
Public	0	0
Industrial	0	0
Office	0	0
Warehouse	0	0
Other	0	0
TOTAL	10,000	929

CC: Client
 DB: Designer
 18-044: Project No.
 July 22, 2020: Date

Z1.2



KIRKOR ARCHITECTS + PLANNERS
 300 Don Mills Dr. # 402 Toronto ON M3C 1W4
 Tel: 416 593 6566 kirkorarchitects.com

Prep	Prepared By	June 22, 2020
Rev	Revised By	None
App	Approved By	None
Doc	Drawn By	None

Client: **Altira Group**

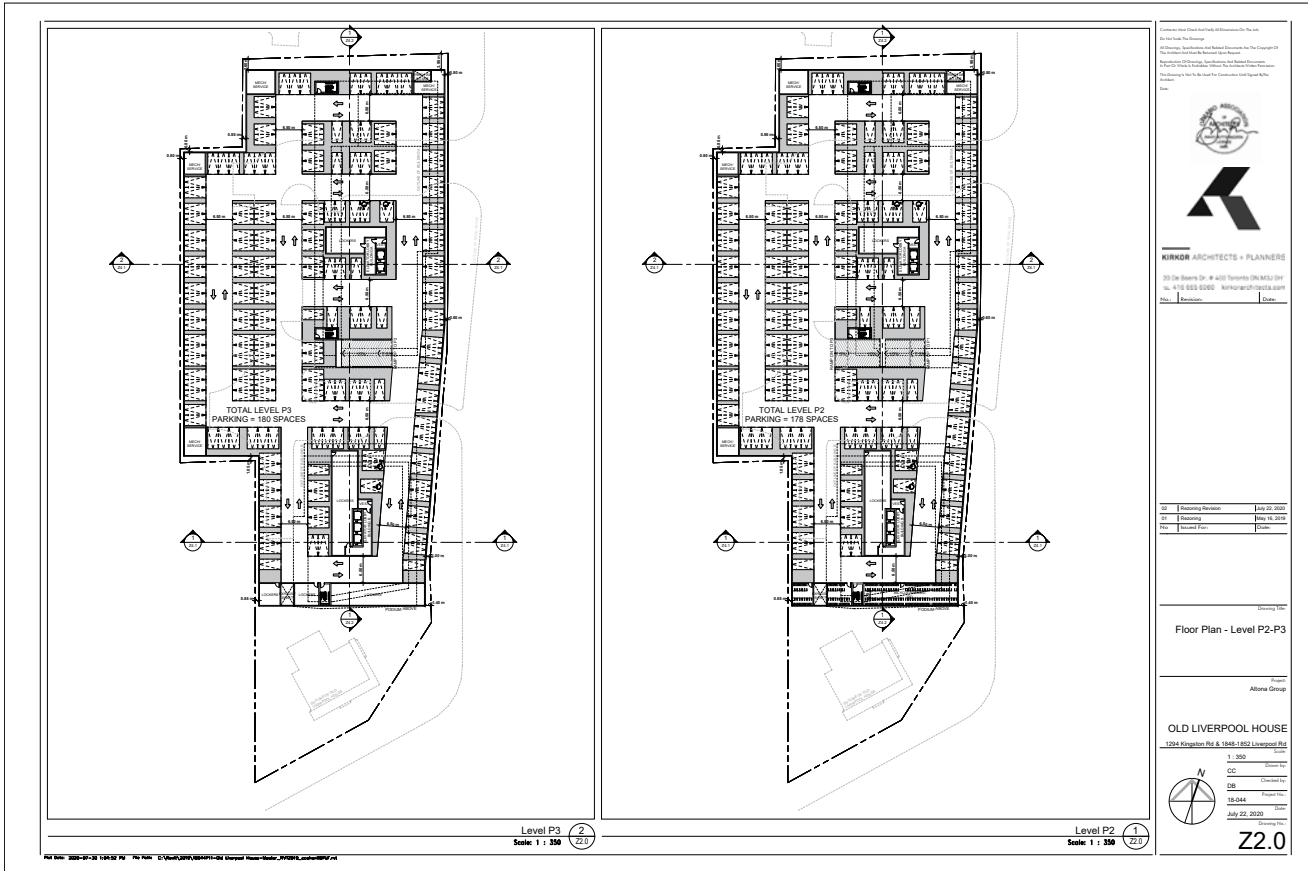
Project: **Site Plan**

OLD LIVERPOOL HOUSE
 100a Kingston Rd. & Spad. - EPC Liverpool Rd

1:200
 CC: **Altira Group**
 DB: **Altira Group**
 18-044
 July 22, 2020



Z1.3



Consultants: Kirkor Architects + Planners
 300 The Queens Dr. # 402 Toronto ON M5G 1S4
 Tel: 416 593 9366 kirkorarchitects.com



KIRKOR ARCHITECTS + PLANNERS
 300 The Queens Dr. # 402 Toronto ON M5G 1S4
 Tel: 416 593 9366 kirkorarchitects.com

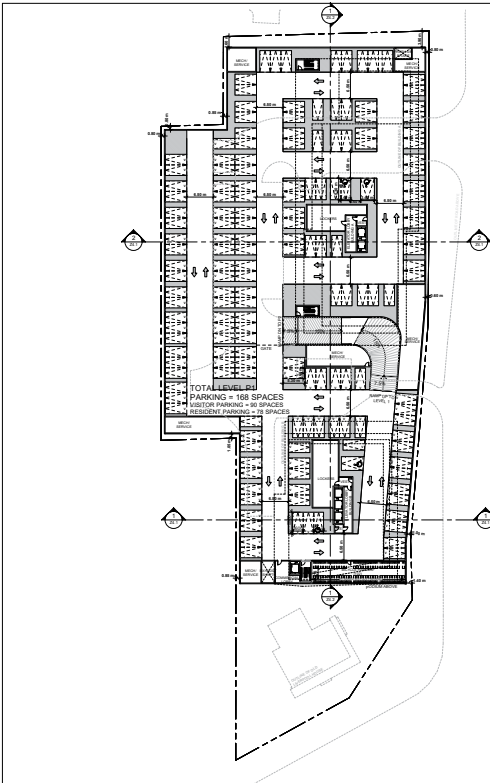
Rev	Description	Date
01	Issued for Review	June 22, 2020
02	Revised	July 30, 2020
03	Final	July 30, 2020

Client: **Alterra Group**

OLD LIVERPOOL HOUSE
 120a Kingston Rd. # 3045 - 1001 Liverpool Rd.

Scale	1:350
CD	Checked by
DB	Drawn by
18-044	Project No.
July 22, 2020	Date

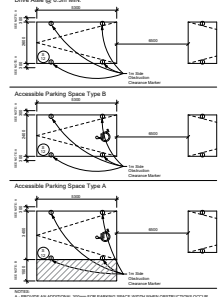
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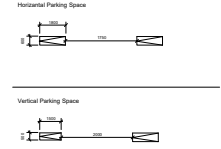
TOTAL LEVEL P1
 PARKING = 108 SPACES
 VISITOR PARKING = 50 SPACES
 RESIDENT PARKING = 58 SPACES

Level P1
 Scale: 1 : 300

TYPICAL PARKING SPACE



TYPICAL BICYCLE PARKING SPACE



Consultants: Pickering Group Ltd, 400 Toronto Street, Pickering, ON L1W 1B2
 416-882-1111
 www.pickeringgroup.com



KIRKOR ARCHITECTS + PLANNERS
 300 The Square Dr. #402 Toronto ON M5S 1S4
 Tel: 416 593 6566 kirkorarchitects.com

Prepared By	June 22, 2020
Checked By	June 22, 2020
Reviewed By	June 22, 2020
Drawn By	June 22, 2020

Client: **Altria Group**

OLD LIVERPOOL HOUSE
 105a Kingston Rd. & Spadina - 105 Old Liverpool Rd.

Scale	1 : 300
CD	Checked By
DB	Drawn By
18-044	Project No.
July 22, 2020	Date

Z2.1



2020-07-22 1:59:26 PM
 C:\Users\Kirkor\OneDrive\Documents\Projects\Old Liverpool House\Old Liverpool House\Levels 1-3\Old Liverpool House_Levels 1-3.rvt



KIRKOR ARCHITECTS + PLANNERS
 30 De Winton Dr. #402 Toronto ON M5S 1W4
 Tel: 416 593 6566 kirkorarchitects.com

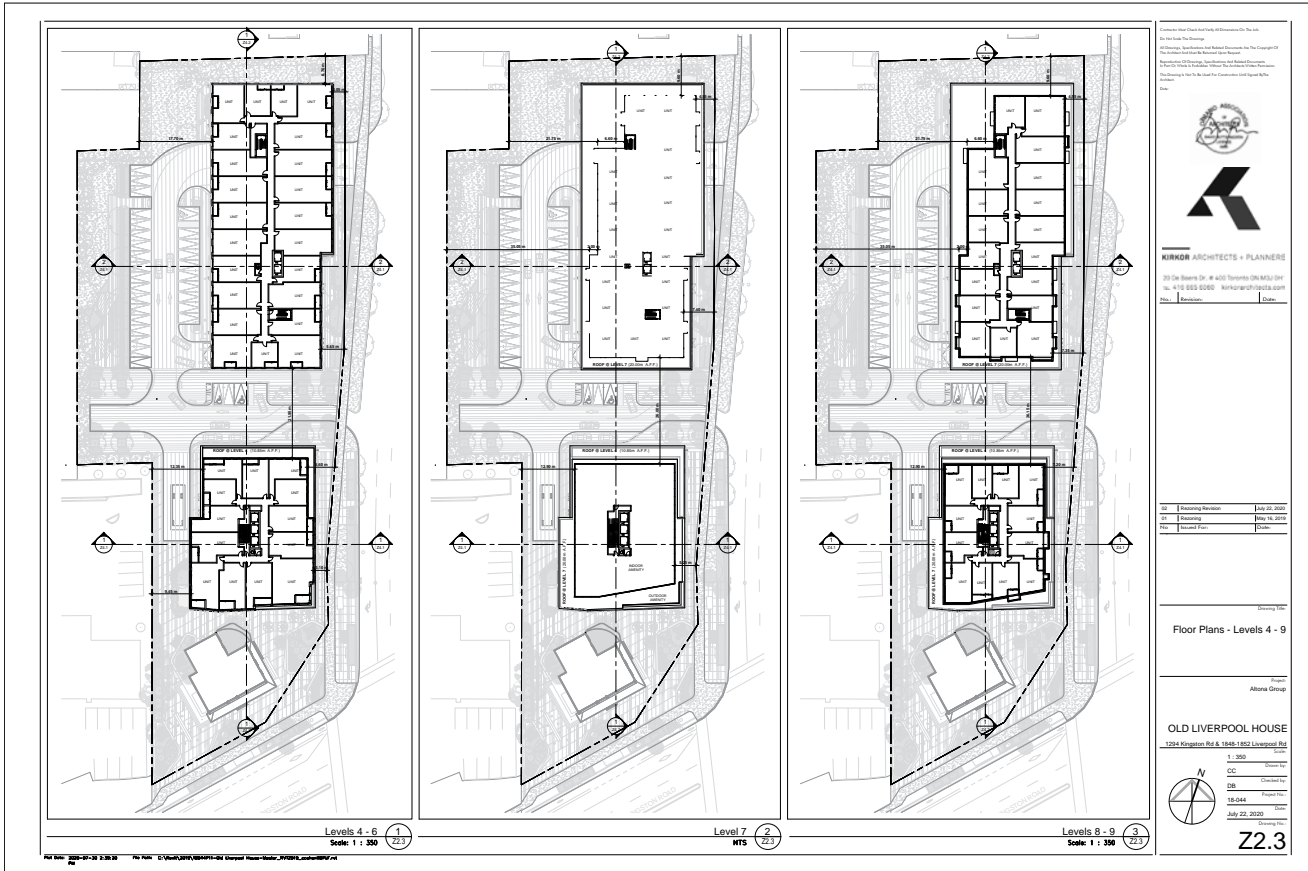
RF	Revising Number	June 21, 2020
RF	Revising Number	May 18, 2020
RF	Revising Number	June 18, 2019

Drawing ID:
Floor Plan - Levels 1 - 3
 Client:
 Altira Group

OLD LIVERPOOL HOUSE
 102a Kingston Rd. S. 19th Fl. Old Liverpool Rd.
 1:300 Scale
 CD Checked by
 DB Prepared by
 18-044 Project No.
 July 22, 2020 Date



22.2



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 Tel: 416 593 6566 kirkorarchitects.com

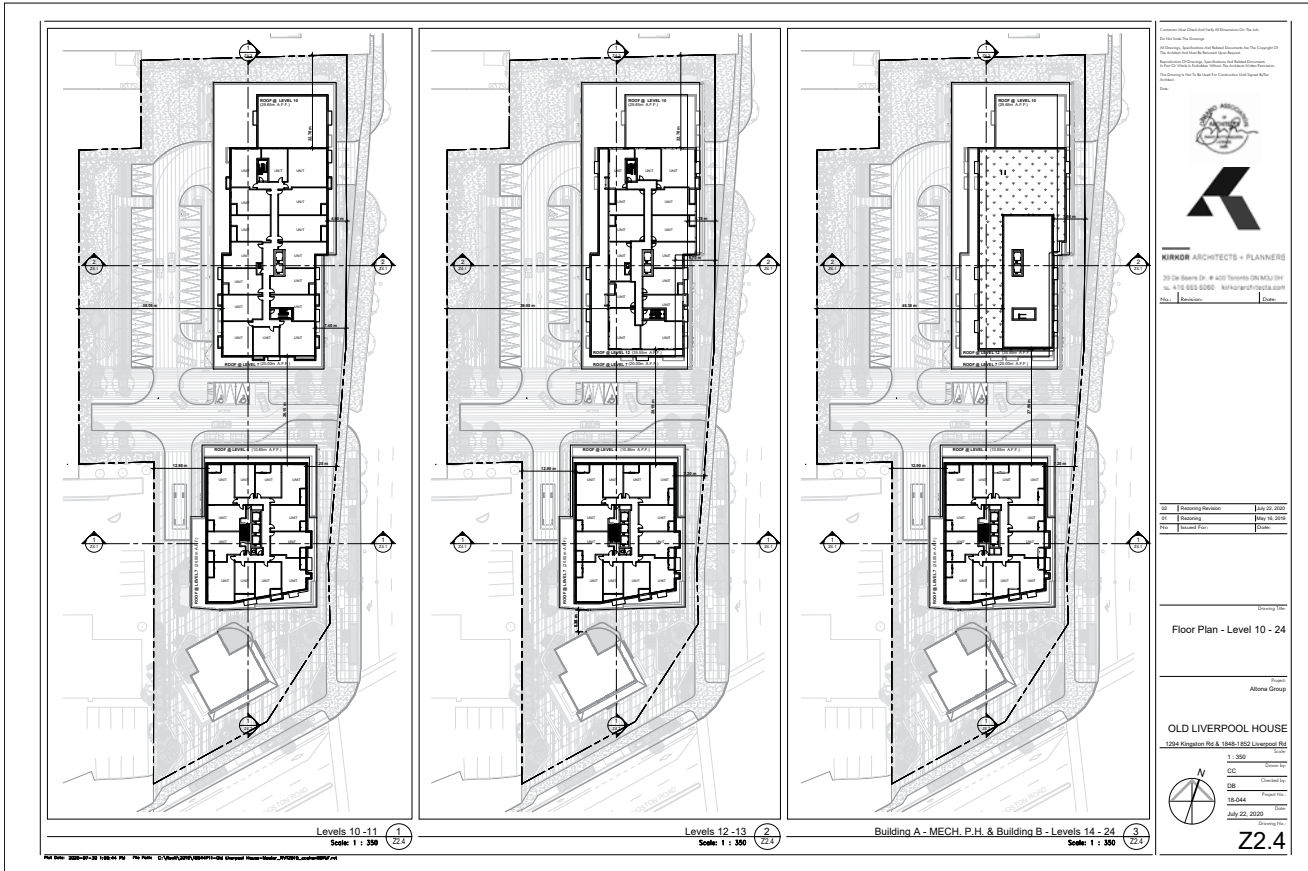
Prep	Issued
2020-07-28	2020-07-28
2020-07-28	2020-07-28
2020-07-28	2020-07-28

Client: **Alterra Group**

OLD LIVERPOOL HOUSE
 1024 Kingston St. S. 1845 - 1853 Liverpool Rd.
 1:3000 - 1800
 CD - 18-044
 DB - 18-044
 18-044
 July 22, 2020



Z2.3



KIRKOR ARCHITECTS + PLANNERS
 301 Oak Street Dr. #402 Toronto ON M5G 1S6
 Tel: 416 593 5585 kirkorarchitects.com

RF	Revising Number	June 21, 2017
W	Issued For	Work In Progress
DR	Drawn By	DR

Client: **Altira Group**

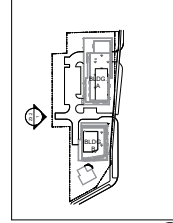
OLD LIVERPOOL HOUSE
 100a Kingston Rd. #100 - 100 Liverpool Rd

1:350	Scale
CD	Checked By
DB	Project No.
18-044	Date
July 22, 2020	

Z2.4



West Elevation
Scale: 1 : 250



Key Plan - West Elevation
NTS



KIRKOR ARCHITECTS + PLANNERS
390 Don Mills Dr. # 402 Toronto ON M3C 1W4
Tel: 416 593 0100 kirkorarchitects.com

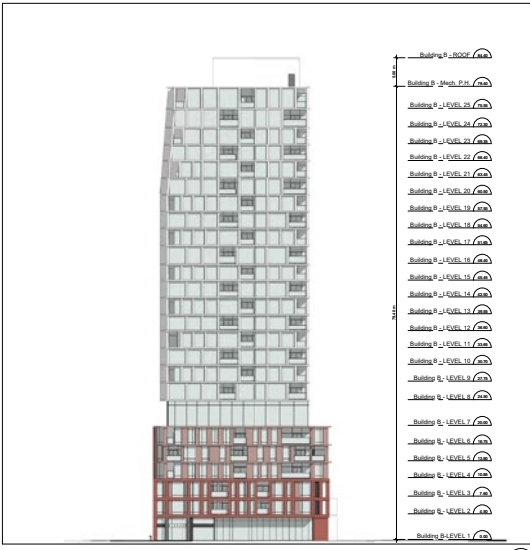
Rev	Description	Date
01	Issued for Review	June 27, 2020
02	Issued for Review	July 16, 2020
03	Issued for Review	July 22, 2020

Client:
West Elevation

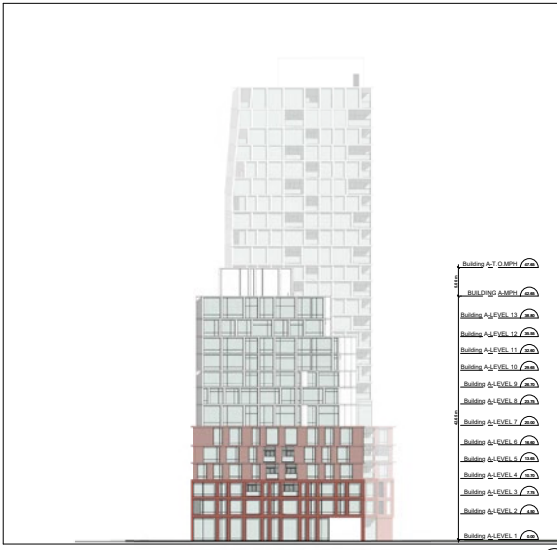
Project:
OLD LIVERPOOL HOUSE

1204a Kingston Rd. B. 3046 - 100 Liverpool Rd.
As indicated
CC - Client Rev
DB - Checked Rev
18-044 - Project No.
July 22, 2020 - Date

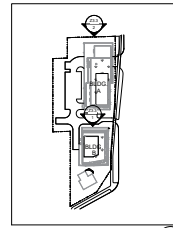
Z3.2



North Elevation - Building B
Scale: 1 : 250



North Elevation - Building A
Scale: 1 : 250



Key Plan - North Elevation
NTS



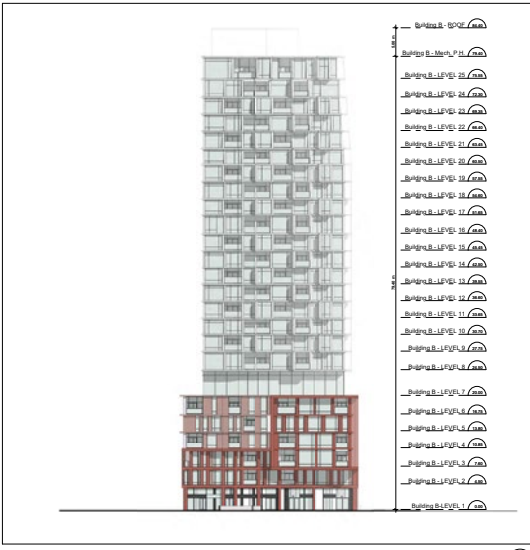
KIRKOR ARCHITECTS + PLANNERS
30 De Meuron Dr. # 402 Toronto ON M5S 1B6
Tel: 416 593 0066 kirkorarchitects.com

Prep	Issued	Revised	Date
01	02	03	04

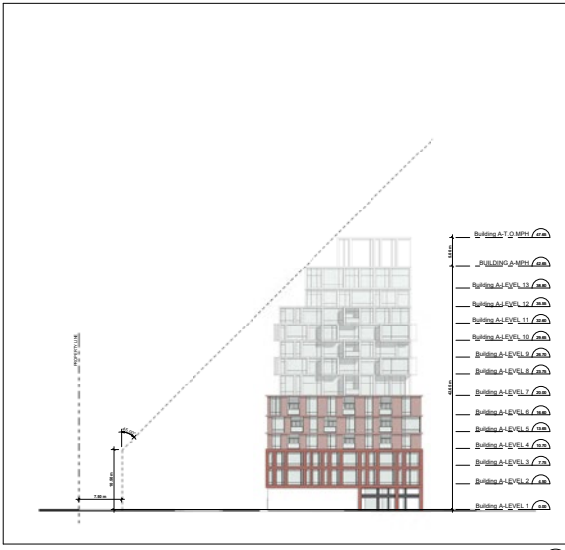
Client:
Alterra Group

OLD LIVERPOOL HOUSE
120a Kingston Rd. S. Ste. 100 Liverpool ON
AS INDICATED
CD - Client Use
DB - Checked By
18-044 - Project No.
July 22, 2020 - Date

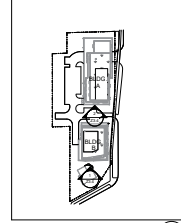
Z3.3



South Elevation - Building B 1
Scale: 1 : 250 Z3.4



South Elevation - Building A 2
Scale: 1 : 250 Z3.4



Key Plan - South Elevation 3
NTS Z3.4

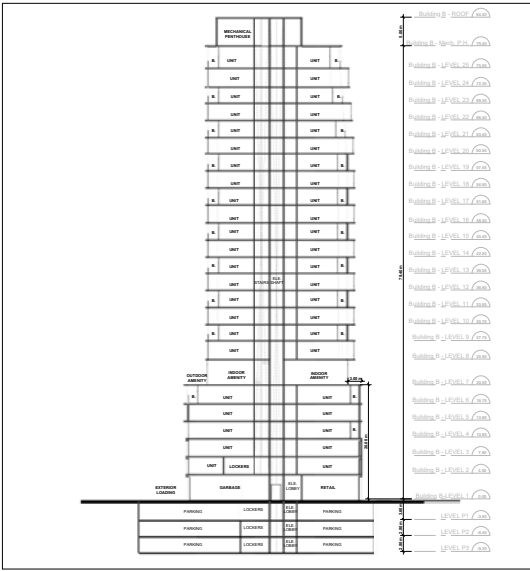
Consultants: Pickering Consulting Architects Ltd. 1000 Lakeshore Blvd. W. Suite 1000, Toronto, Ontario M6H 1B5
 416-593-8000
 www.pickeringconsultants.com



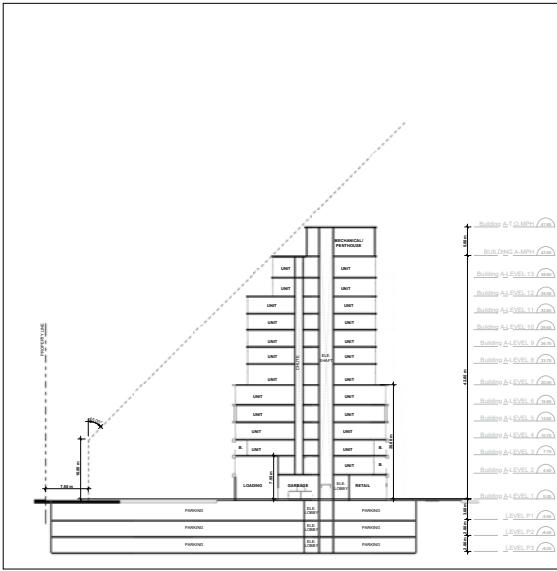

KIRKOR ARCHITECTS + PLANNERS
 391 The Queens Dr. #402 Toronto ON M5G 1S4
 Tel: 416 593 8000 kirkorarchitects.com

No.	Revising Number	Date

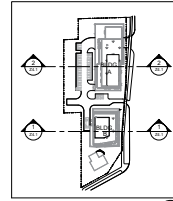
Drawing Title: South Elevation
 Client: Altana Group
OLD LIVERPOOL HOUSE
 120a Kingston Rd. B. 3048 - 100 Liverpool Rd.
 AS INDICATED
 CC: Client Rev.
 DB: Client Rev.
 18-044: Project No.
 July 22, 2020: Date
 1000 Lakeshore Blvd. W. Suite 1000 Toronto, Ontario M6H 1B5
Z3.4



Section East/West (Building B)
Scale: 1 : 250



Section East/West (Building A)
Scale: 1 : 250



Key Plan - East/West Sections
Scale: 1 : 250



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38 De Winton Dr. # 402 Toronto ON M6G 1S4
Tel: 416 593 6066 kirkorarchitects.com

NO.	Revising Number	Date
1	Revising	July 22, 2020
2	Revising	July 22, 2020
3	Revising	July 22, 2020

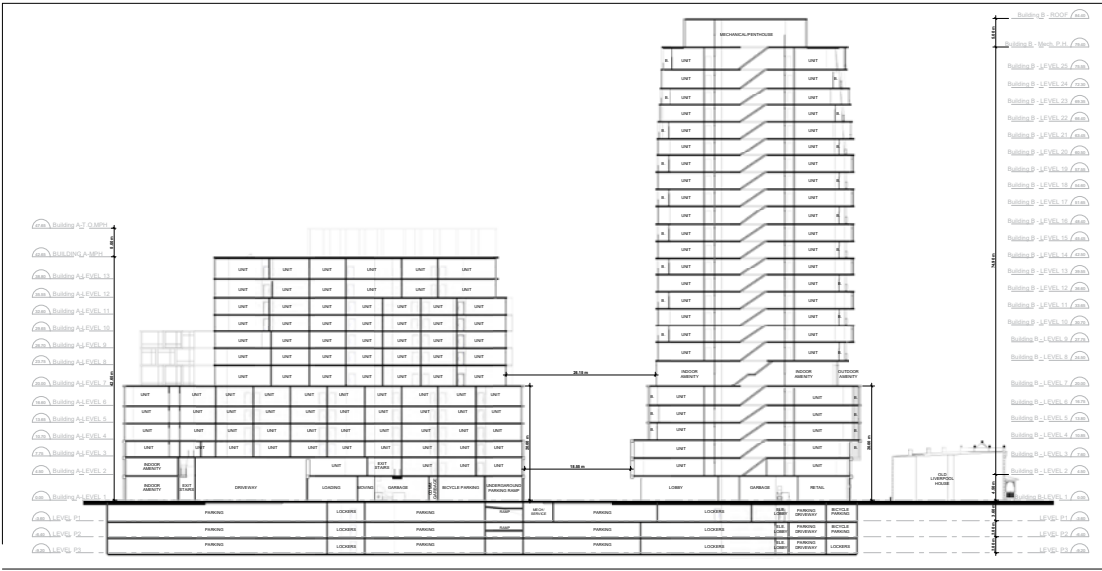
Section - East/West

Client:
Alterra Group

OLD LIVERPOOL HOUSE
125a Kingston Rd. S. Ste 1001, Old Liverpool Rd.

AS INDICATED
CD Checked by
DB Prepared by
18-044 Project No.
July 22, 2020 Date

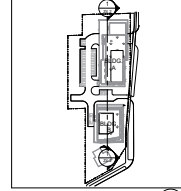
Z4.1



KIRKOR ARCHITECTS + PLANNERS
 39 De Winton Dr. # 402 Toronto ON M6G 1S7
 Tel: 416 593 0500 kirkorarchitects.com

No.	Description	Date
01	Issued for Review	July 22, 2020
02	Revised	July 22, 2020
03	Final	July 22, 2020

Section North/South
 Scale: 1 : 250



Key Plan - North/South Section
 NTS

Client: **Alterra Group**

OLD LIVERPOOL HOUSE
 125a Kingston Rd. S. Unit 1001, Pickering, ON

CC: Client
 DB: Designer
 18-044: Project No.
 July 22, 2020: Date
 24.2: Drawing No.



June 21 @ 09:18 1
251



June 21 @ 10:18 2
251



June 21 @ 11:18 3
251



June 21 @ 12:18 4
251



June 21 @ 13:18 5
251



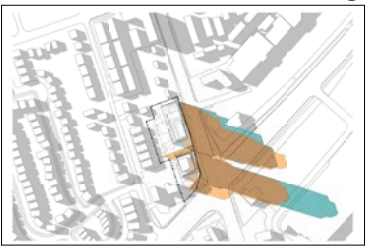
June 21 @ 14:18 6
251



June 21 @ 15:18 7
251



June 21 @ 17:18 8
251



June 21 @ 19:18 9
251

Consultation and Design Services for the Old Liverpool House
 102a Kingston Rd. S. 1965 - 1967 Liverpool Rd.
 102a Kingston Rd. S. 1965 - 1967 Liverpool Rd.
 Project No. 18-044
 Date: July 22, 2020
 Drawing No. Z5.1



KIRKOR ARCHITECTS + PLANNERS

30 De Winton Dr. # 402 Toronto ON M6S 1W4
 Tel: 416 593 0500 kirkorarchitects.com
 Fax: 416 593 0505

Prepared By:	June 21, 2020
Checked By:	June 21, 2020
Reviewed By:	June 21, 2020
Scale:	1:1000

AS-OF-RIGHT SHADOW
 PROPOSED SHADOW

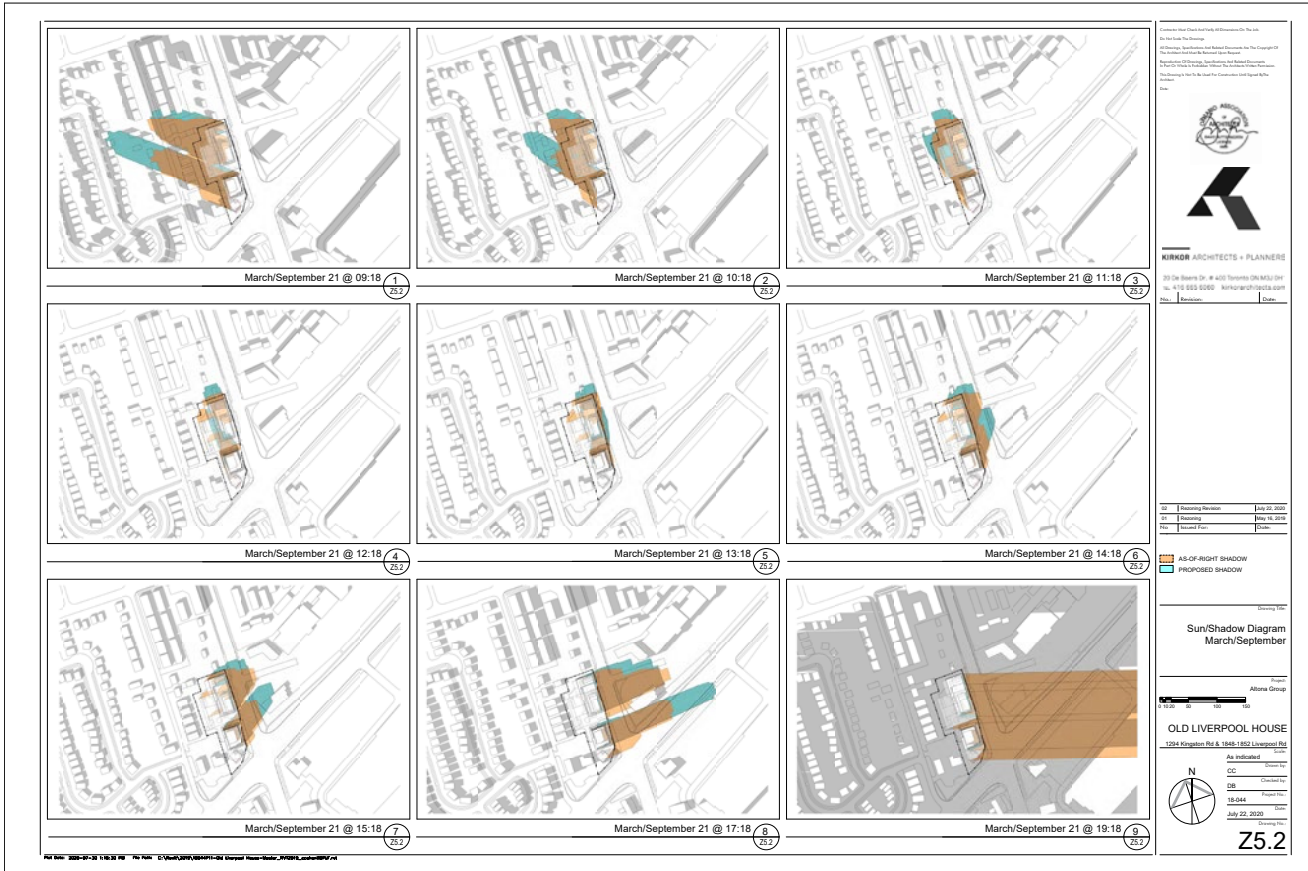
Drawing ID:
Sun/Shadow Diagram June

Altira Group


OLD LIVERPOOL HOUSE
 102a Kingston Rd. S. 1965 - 1967 Liverpool Rd.

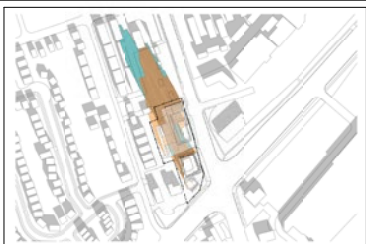
CC: 18-044
 DB: 18-044
 Date: July 22, 2020

Z5.1





December 21 @ 09:18 1
253



December 21 @ 10:18 2
253



December 21 @ 11:18 3
253



December 21 @ 12:18 4
253



December 21 @ 13:18 5
253



December 21 @ 14:18 6
253



December 21 @ 15:18 7
253



December 21 @ 16:18 8
253



December 21 @ 17:18 9
253

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 30 De Winton Dr. # 402 Toronto ON M6J 1W4
 Tel: 416 593 9566 kirkorarchitects.com

Prep	December 21, 2020
Rev	None
Scale	As Shown
Date	December 21, 2020

Sun/Shadow Diagram
December

Drawing ID: 253
 Client: Alterra Group

OLD LIVERPOOL HOUSE
 1524 Kingston Rd. S. 1945 - 1951 Liverpool Rd.

AS INDICATED
 CC: Client
 DB: Designer
 18-044 Project No.
 July 22, 2020 Date

Z5.3



View from the east 1
26.1



View from Kingston Rd 3
26.1



View from the intersection of Kingston Rd & Liverpool Rd 2
26.1



View of Building B from the north 4
26.1



KIRKOR ARCHITECTS + PLANNERS
 30 De Winton Dr. # 402 Toronto ON M6S 1W4
 Tel: 416 593 9366 kirkorarchitects.com

Prep	Revised	Number	Date
			July 22, 2020
Rev	Revised	Number	Date
			July 22, 2020

Client: **Altima Group**

Perspectives

OLD LIVERPOOL HOUSE
 1204a Kingston Rd & 1945-1952 Liverpool Rd

CD - Concept Plan
 DB - Detailed Plan
 18-044 - Project No.
 July 22, 2020 - Date
 100% - Project Status

Z6.1



View of Building A from the southeast 5
26.2



View of retail corner along Liverpool Rd 7
26.2




View of retail along Liverpool Rd 6
26.2



View from the southeast 8
26.2

Curator: The City of Toronto and the City of Mississauga
 Design: Kirkor Architects + Planners
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 300 Don Mills Dr. #400 Toronto ON M3C 1W4
 Tel: 416 593 9366 kirkorarchitects.com
 Fax: 416 593 9366

Prep	Issued	Rev
01	02	03
04	05	06

Drawing ID: _____
 Project: **Perspectives**
 Client: **Alterra Group**

OLD LIVERPOOL HOUSE
1204 Kingston Rd & 1948-1952 Liverpool Rd
 CD: _____
 DB: _____
 18-044: _____
 July 22, 2020: _____
Z6.2



View from the intersection of Kingston Rd & Liverpool Rd 9
28.5




View of lower facade detail 11
28.1



View of podium facade detail 10
28.5

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KIRK ARCHITECTS + PLANNERS

30 St. James St. # 402 Toronto, ON M5S 1A5
Tel: 416 593 9366 kirkarchitects.com

Prepared By:	June 21, 2020
Checked By:	June 22, 2020
Reviewed By:	June 22, 2020

Drawing ID:
Perspectives

Client:
Alterra Group

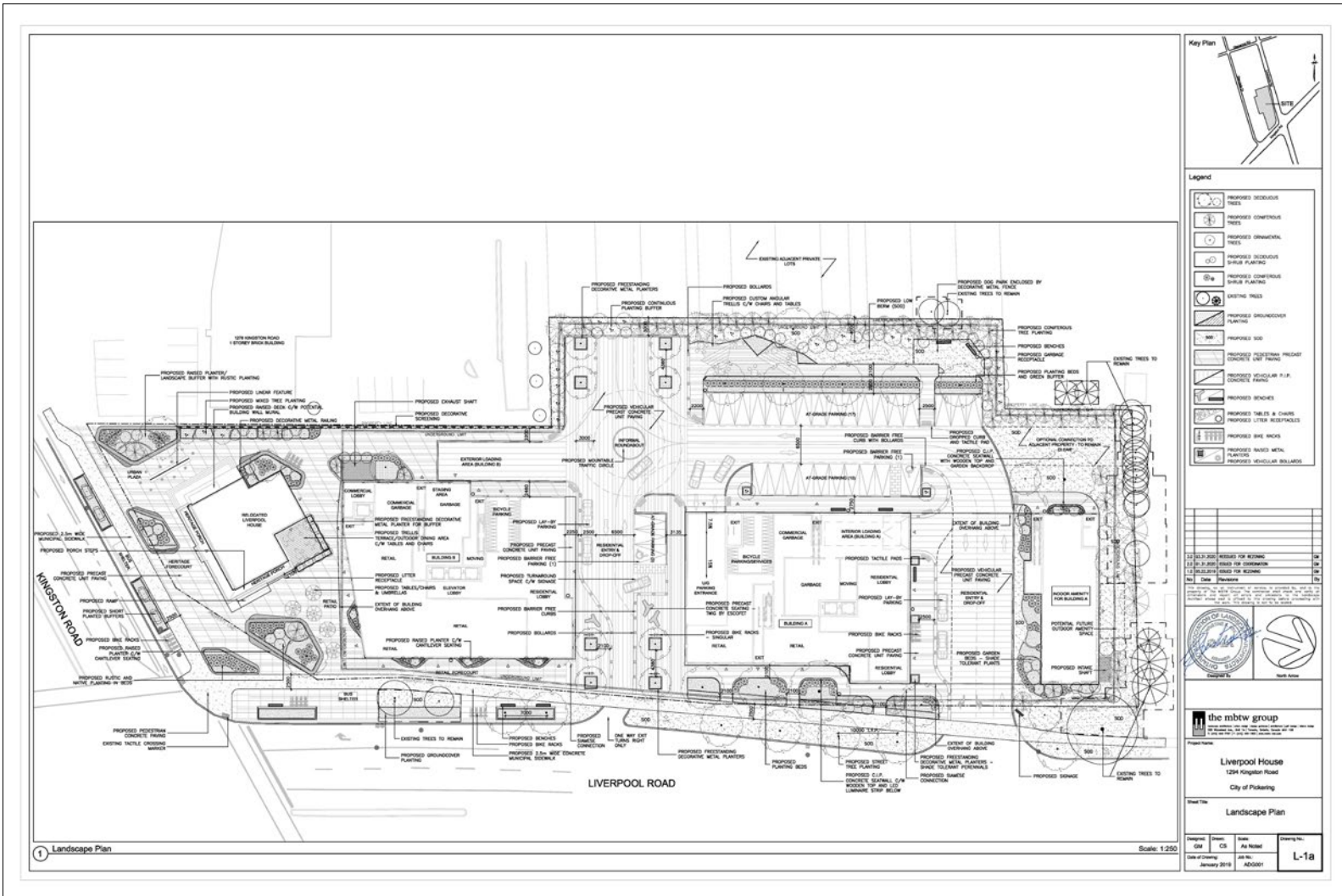
OLD LIVERPOOL HOUSE
1204a Kingston Rd & 1945-1952 Liverpool Rd

CD	Client Rev
DB	Checked By
18-044	Project No.
July 22, 2020	Date

Z6.3

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Appendix B: Landscape Plans (MBTW - April, 2020)



Laurie McCulloch Building Moving

960 Taunton Rd E
Whitby, ON L1R 3L8
Phone: (905) 728-0884
Fax: (905) 743-0528
mccullochmovers@aol.com

Wednesday, April 3, 2019

Methodology

Re: 1294 Kingston Road, Pickering, ON

Background

The building to be retained is approximately 35' X 55' X 2 storey solid brick commercial building with approx. 20' X 35' off center addition on the north moving south and east over newly built foundation. The building has been in operation as a restaurant and has been maintained at a o level. The superstructure appears to be in excellent condition and the building is a prime candidate for relocation.

Site Preparation

Demolition of the side additions, front porches and ramps and any necessary excavation to be completed by others. We will establish and make the cut line between the side portion being demolished and the saved portion before demolition begins.

Loading Procedure

1. clean basement, disconnect services and remove fixtures (furnace, stairs etc.)
2. establish cut line to allow demolition to occur
3. insert main beams under building
4. level beams and install jacking and safety cribs under each beam
5. insert cross beams at each end through the mains to carry the needle beams
6. shim the cross beam ends to the underside of the cut line as well as the interior masonry walls
7. insert the needle beams, pack and shim to the brick line
8. with the two end walls loaded and packed open holes on each side and insert one cross loader at a time packing and shimming into place as you go
9. the first floor joist will also be packed to the cross beams
10. install any necessary bracing for weak points in doorways, etc.
11. connect the jacks and raise building 1 inch with our unified jacking machine
12. remove basement support points between cross beams and insert safety needles

13. install roll steel and multi directional Hillman rollers to slide building south and west
14. move building desired distance to the south and west, crib off and remove roll steel
15. hold in place while basement completed by others
16. once basement complete relieve steel framework and remove

Rolling

Multi directional Hillman rollers are placed between the main beams and roll steel for the move. The 50 ton capacity rollers will be installed based on the actual weight of the loaded building including steel. The actual weight will be determined once the building is loaded on our equipment with our hydraulic equipment and verified by David Seberras to ensure that an adequate safety ratio for the rolling equipment is maintained.

Foundation

An adequate height foundation will need to be built up to the underside of the brick to pin the building in its final location by others.

We will be assist in the design of new foundation walls to make sure the design facilitates the removal of our steel framework.

Placement

After the building is at its desired location and elevation, the new concrete foundation wall is installed leaving openings for the main beam removal.



Laurie McCulloch
Laurie McCulloch Building Moving

Appendix D: Abstract/Parcel Register Book

TOWNSHIP OF PICKERING SOUTH Lot No. 23 in the 1st Concession									
INSTRUMENT	INSTRUMENT	ITS DATE	DATE OF REGISTRY	GRANTOR	GRANTEE	QUANTITY OF LAND	CONVEYANCE OR AMOUNT OF MORTGAGE	REMARKS	
18932	Patent	May 6 1796			Hill Capt. George	All.			
2001	B/S	26 1832	June 22 1832	Hill Isabella	Proudfoot William		£175. 17		
2000		Sept 29 1832	Nov. 15	Proudfoot William	Cornall Thomas		£50.		
2001		July 14 1834	Aug. 2 1834	Adamsom Hon Peter	Adamsom Peter				
2002		Oct 27 1834	Nov. 26 1834	Adamsom Hon Peter	Proudfoot Wm				
2003		July 20 1840	Aug. 22	Proudfoot Wm	Whitney Paul & M				
2004		Sept 27 1840	Oct 3	Whitney Paul & M	Proudfoot Wm				
2005		Aug 27 1841	Sept 3	Cornall Thomas W	Whitney Paul & M				
2006		Oct 20 1841	Nov. 17 1841	Proudfoot Wm	Whitney Paul & M				
2007		June 19 1843	Aug. 19 1843	Whitney Paul & M	Robertson John				
2008		Oct 17 1843	Nov. 19 1843	Robertson John	Whitney Paul & M				
2009		Jan 11 1845	Jan. 16 1845	Whitney Paul & M	McCormick Patrick				
2010		Aug 3 1848	Oct. 11	Leys Francis John	Leys Francis				
2011		Jan 11 1849	Jan. 11 1849	Leys Francis John	Robertson John				
2012		Oct 20 1852	June 20 1852	Whitney Paul & M	McCormick Patrick				
2013	B/S	Oct 9 1857	Oct. 10 1857	McCormick Patrick	McCormick Patrick				
2014		Apr 28 1858	May 21 1858	Leys John	Leys John				
2015				Butler John	Butler John				
2016	Mort	May 2		Butler John	Whitney Paul & M				
2017	B/S	Apr 28		Whitney Paul & M	Whitney Paul & M				
2018	Mort	May 2		Butler John	Whitney Paul & M				
2019	B/S	Apr 27	36	Whitney Paul & M	Whitney Paul & M				
2020			9	Whitney Paul & M	Whitney Paul & M				
2021	Mort	May 8		Wells Lawrence	Whitney Paul & M				
2022	B/S	June 7	Aug. 20	Leys John	Bennett Richard				
2023		July 28		Whitney Paul & M	Park Thomas				
4088		June 11	Nov. 17		Birrell Mary				
4090	Mort			Birrell Mary	Whitney Paul & M				
4091	B/S	Nov 1		Whitney Paul & M	Riordan James				
4092	Mort			Riordan James	Whitney Paul & M				
4093	B/S			Whitney Paul & M	Behan Patrick				
4094	Mort			Behan Patrick	Whitney Paul & M				
4095	B/S			Whitney Paul & M	Gibson John				
4096	Mort			Gibson John	Whitney Paul & M				
4097	B/S			Whitney Paul & M	Moyn William				
4098	Mort			Moyn William	Whitney Paul & M				
4099	B/S			Whitney Paul & M	Loney William				
4100	Mort			Loney William	Whitney Paul & M				

(Continued on page 141)

Appendix E: Compliance to the City Centre Urban Design Guidelines

Note: refer to the Planning Rationale Report (Urban Strategies Inc.) submitted along with the Report for a full analysis of applicable guidelines.

City Centre Urban Design Guideline	Assessment of Proposed Development's Conformity
Section 2.3.1 "Site Design-The Context"	The proposed redevelopment is consistent with the guidance on creating and enhancing view portals and vistas of signature buildings.
Section 2.3.3 "Building Placement & Orientation"	The proposed development sites Old Liverpool house closer to the street edge and proposes to rehabilitate the retained heritage fabric for its continued, active at-grade commercial use. Proposed setbacks contribute to the public realm.
Section 2.4.1: "Transition & Massing"	The proposed Site Plan implements the guidelines for siting and designing built form:
Section 2.4.4.1 "Low-Rise buildings"	The proposed development sites low-rise town-houses adjacent to existing low-rise residential uses west of the Site to transition the Site to neighbouring built form.
Section 2.4.4.2 "Mid-Rise buildings"	The proposed development sites the mid-rise building along the Liverpool Street edge to provide and provides step backs on upper storeys.
Section 2.4.4.3 "Tall Buildings"	The proposed development situates the greatest massing near the intersection of the two surrounding arterial roads, and sites the tower element atop a podium base, as outlined in the guidelines for tall buildings.

City Centre Urban Design Guideline	Assessment of Proposed Development's Conformity
Section 2.4.4 .4 "Signature Buildings"	The proposed development balances Guideline 2.4.4a) which calls for locating significant height and massing at key gateways with guideline 2.4.4.4 e., which states that the Old Liverpool House should be retained and made visually prominent.
Section 3.9.1 "Major Streets"	The proposed development responds to the policies relevant to surrounding high-order streets (Kingston Road and Liverpool Road) with higher building heights, and pedestrian amenities, such as street trees planters and public art.
Section 4.2.5 "Gateways"	The proposed development is consistent with the policies for Gateways in that it provides an urban plaza, creates a sense of arrival and integrates the Old Liverpool House at the corner (a 'Signature Building'), while promoting sightlines to this landmark from the public realm. The podium base of the tower incorporates brick cladding and articulating at this highly-visible corner.

